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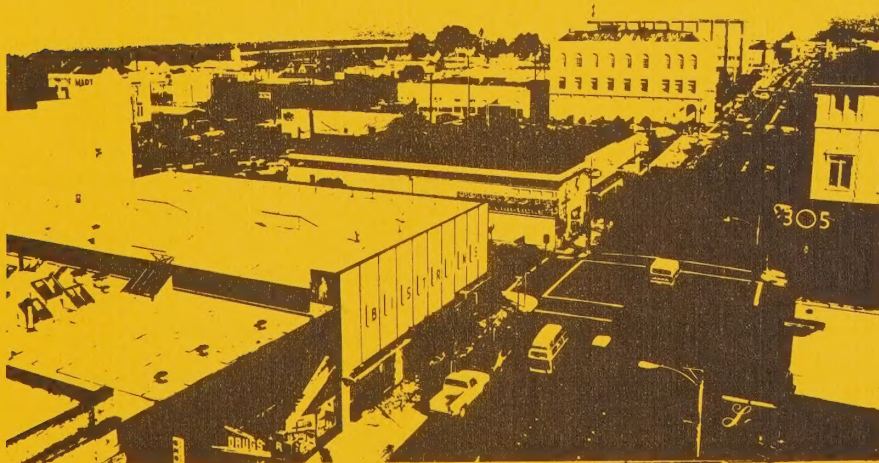




# EUREKA GENERAL PLAN

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## Land Use

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## Transportation

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## Housing

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## Open Space & Conservation

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## Human Safety

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## Noise

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## Scenic Route


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## Core Area

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## Waterfront





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# General Plan Amendments

AMENDMENT

NUMBER

TEXT/MAP

ELEMENT

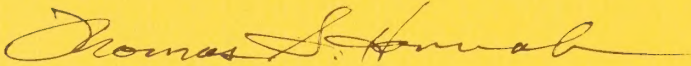
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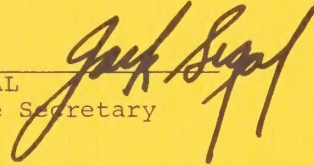
*Housing*

*1984*

Adopted by the Eureka City  
Planning Commission on  
July 11, 1977

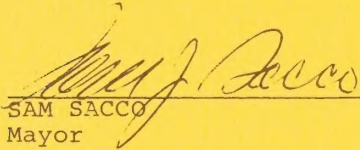


THOMAS HANNAH  
Chairman



JACK SEGAL  
Executive Secretary

Adopted by the Eureka City  
Council on September 20, 1977



SAM SACCO  
Mayor



PATRICIA BANDUCCI  
City Clerk

THE PREPARATION OF THIS DOCU-  
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OF HOUSING AND URBAN DEVELOPMENT.

CITY OF EUREKA. DEPARTMENT OF  
COMMUNITY DEVELOPMENT.



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In 1965, the City of Eureka adopted its initial General Plan. Because a General Plan is a long-range, comprehensive, general policy document, it must be periodically updated to meet changing conditions and, from time to time, revised or amplified to respond to changes, needs and desires. The passage of years and the enactment of new state planning law has necessitated a complete update of the 1965 General Plan.

The 1977 Eureka General Plan consists of two (2) basic sections: a General Plan policy document and thirteen (13) technical background reports. Each technical report is published separately, not as part of the General Plan policy document. These technical reports analyze the following subjects: Population; Economic Conditions; Land Use; Transportation; Community Facilities and Utilities; Housing; Natural Resources and Open Space; Human Safety; Noise; Scenic Route; Waterfront; Core Area and a General Plan Overview.

The General Plan policy document is primarily based upon the material presented in the technical reports and the Core Area Development Plan, and upon a program of public participation. This General Plan policy document consists of eleven (11) sections and elements: Introduction; Goals; Land Use Element; Transportation Element; Housing Element; Open Space and Conservation Element; Human Safety Element; Noise Element; Scenic Route Element; Core Area Element and Waterfront Element. Each element contains policies, principles and standards, and plan proposals. A General Plan Map visually presents the physical relationship of all elements of the text including development densities. The General Plan Map is a vital feature of the General Plan document.

In order to assist everyone to more clearly understand certain key concepts in the General Plan document, the following definitions are offered:

<u>Goal</u>	A goal is an ultimate end towards which effort is directed. Goals are general and usually not completely achievable within the planning time frame.
<u>Policy</u>	Policies, when adopted, are official statements which call for action. Policies are to be implemented and they clearly indicate the City's intent.
<u>Principle</u>	Principles are fundamental relationships, concepts and truisms upon which proper land use planning is based. Principles are not policies nor do they call specific action, but rather are guidelines based upon planning knowledge.
<u>Standard</u>	Standards are very specific measurement statements which clearly identify desirable land use relationships, development detail and design specifics. Standards are intended to serve as a practical "how to" guide for decision makers.
<u>General Plan</u>	The General Plan is an expression in words and maps of City Policy regarding future development, based on the needs and desires of its citizens. It sets forth development guidelines needed to achieve social, economic and environmental goals and objectives. The General Plan is the official document governing City Council, Planning Commission and administrative decisions regarding zoning, subdivisions and public improvements.

## **THE LEGAL REQUIREMENT**

Within California, the General Plan has established status and specific requirements. Every California city and county is required by State Law to prepare and adopt a "comprehensive, long-term general plan for the city...and any land outside its boundaries which, in the planning agency's judgement bears relation to its planning." To further strengthen the need for a General Plan, State Law requires that a city's zoning and subdivision regulations conform to the General Plan. In addition to requiring a General Plan and implementation of conformance to it, California also specifies minimum contents of the Plan. A General Plan must contain the following nine (9) elements: Seismic Safety; Safety; Conservation; Open Space; Noise; Housing; Scenic Highways; Circulation and Land Use. State Law permits a city to combine elements or to include additional elements. Environmental considerations are contained within the Technical Reports and the Environmental Documents listed in the Appendix as well as throughout this General Plan.

## **GENERAL PLAN CONCEPTS**

In the development of a General Plan, certain basic concepts are usually followed. These basic concepts are compatibility, convenience and the neighborhood unit. Compatibility is the harmonious relationship between and among land uses. For example, a small neighborhood store may be compatible with its surrounding residential area, whereas an auto wrecking yard would clearly be incompatible within a residential neighborhood. The concept of compatibility in a General Plan encourages harmonious land uses and functions to locate near each other, while insuring that incompatible uses are separated.

Convenience, the process of making life more favorable, efficient and uncomplicated, is an important concept in a General Plan. Convenience seeks to insure the optimal locational arrangement of land uses and the relationship that each use bears to every other use. Therefore, convenience can be judged in terms of home-to-work, work-to-recreation, home-to-shopping, shopping-to-work and a variety of other area relationships intrinsic to the urban land use pattern.

The neighborhood is the basic residential unit within a City. A City is, in fact, composed of a group of related neighborhoods. Since people usually spend most of their time in their neighborhood, maintaining and enhancing neighborhood quality, safety and livability is a basic concept of a General Plan. The neighborhood is a vital building block in developing the structure of the City as well as in estimating needs.

## **THE EUREKA PLANNING EVALUATION AREA**

For the purpose of the Eureka General Plan, the planning evaluation area extends beyond present City limits. Planning considerations are not usually limited to political boundaries but rather relate to the total human and geographical environs encompassing an area of urban influence. This evaluation area extends from the City boundaries on the north to the City boundaries on the south and from the Samoa Peninsula on the west to Old Arcata Road on the east.

For purposes of actual implementation, the Eureka Planning Evaluation Area can be broken down into areas of direct or primary concern and areas of indirect or secondary concern. The City limits comprises the area of direct concern. The City has primary responsibility for adopting and implementing the policies contained within the General Plan. The areas of secondary concern are those areas within the Planning Evaluation Area but not within the City. Secondary areas are closely related to Eureka and have significant impacts on Eureka, however, they are within the implementation authority of Humboldt County. Within reasonable planning concepts, it is important that the County consider the policies contained in all elements of the Eureka General Plan and where desirable, incorporate them into that portion of the



County's General Plan which relates to the Eureka urbanizing area. A continuous process of coordination between the City and County will promote a single set of General Plan principles which will apply to the Eureka urbanizing area.

## **ASSUMPTIONS**

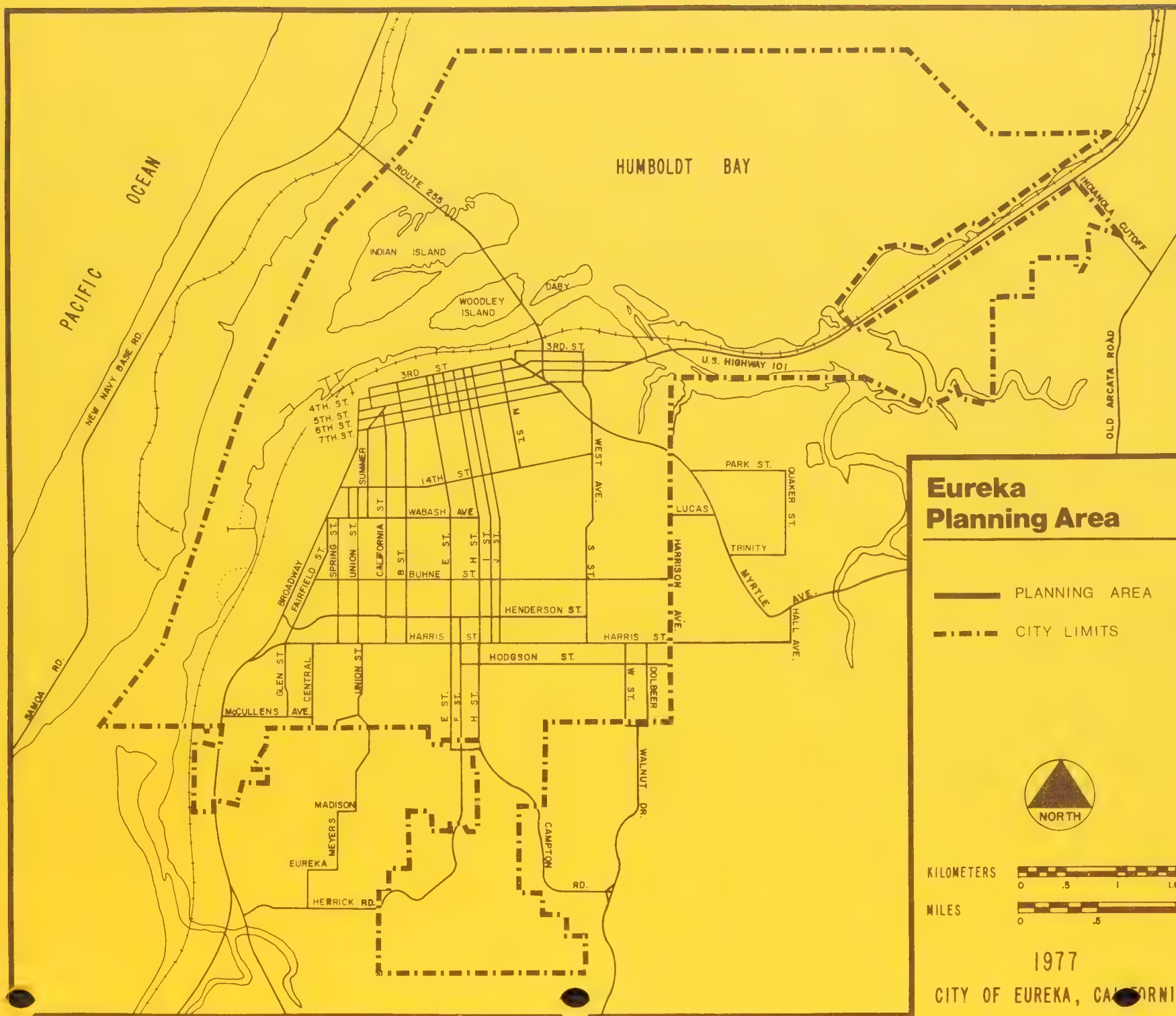
Planning for long-range needs must be based upon one or more assumptions. Assumptions are statements of assumed facts or projections which are taken to be true. They indicate to the observer why certain choices were made regarding the scope and content of the Plan. The assumptions stated below must be reviewed periodically and updated to reflect changing conditions, knowledge and desires. When assumptions change, appropriate revisions must be reflected throughout the entire Plan.

1. Eureka and its immediate regional population will grow, but at a rather moderate rate. It is estimated that by 1995, Eureka's population will be within the range of 27,300 to 31,300 and the Planning Evaluation Area's population will range between 43,900 to 51,900.
2. Birth rates will continue to decline in the near future and stabilize within the range of 2.0 to 2.5 children per family.
3. The percentage of residents who are over 55 years of age will continue to increase.
4. The timber industry will continue to be a declining economic force though still a substantially important economic influence along with fishing and tourism.
5. The City of Eureka will continue to be the commercial and administrative center of the north coast area.
6. The private automobile will continue to be the dominate means of transportation though mass transit and supplementary modes will continue to add diversity of alternative means of transportation in the region.
7. The existing urban structure will continue to dominate the form and character of the City. Major residential annexations will not occur during the planning period.
8. The Eureka Core Area Development Plan will continue to serve as the detailed guide to upgrading the central and waterfront sections of the City.
9. The estimated growth in population coupled with an increasing number of households will result in a continued high demand for adequate housing, particularly within the low and moderate income range.
10. The Eureka Freeway will be implemented during the planning period of the General Plan.
11. Eureka will not be subject to major natural or people-made disasters or significant catastrophes.

## **SUMMARY**

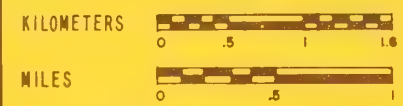
The primary goal of the Eureka General Plan is to promote an efficient and effective pattern of growth and development in a coordinated manner while providing maximum choice and opportunity for all Eurekaans as to where and how to live, work, play, learn and shop within established goals and policies.

The Plan recognizes the special local qualities which have resulted from the City's historical development and proposes to maintain and up-



## Eureka Planning Area

- PLANNING AREA
- CITY LIMITS



1977  
CITY OF EUREKA, CALIFORNIA



grade the City's neighborhood environment based on acceptable principles and standards to meet projected population growth.

The Plan encourages infilling priority of buildable vacant land and upgrading the quality of established residential areas in accord with the Neighborhood-Unit Concept. The Plan directs new developments into the non-sensitive, non-hazardous open space adjacent to the City's gulch greenways, while providing reasonable protection from potential hazards such as flood and landslide. The Plan proposes to retain all presently operating schools in order to provide adequate educational facilities for future population growth and distribution.

The Plan includes nine (9) additional neighborhood parks to be located in Jefferson, Lundbar Hills, Samoa, LaFayette, Worthington, Grant, Pine Hill and along the waterfront near "K" Street. As an essential segment of the City's overall recreational needs, the Plan proposes seven (7) waterfront plazas along Humboldt Bay shores and the creation of a formal Gulch Greenway System coordinating the City's natural gulches, waterfront, active recreational areas and the passive open space surrounding the City.

Additional public uses identified in the Plan are a Marina on Woodley Island and a fire station near Harris and "J" Streets.

In order to meet overall community needs, the Plan proposes the upgrading and expanding of the Bazaar-Montgomery Ward area into a multi-use community shopping area and the revitalization of the Central Business District according to the Eureka Core Area Development Plan and Redevelopment Plan.

On the neighborhood level, essential everyday commercial needs are provided at the sub-neighborhood and neighborhood shopping levels. The Plan proposes the retention of small, scattered grocery stores and two (2) additional neighborhood shopping areas.

In addition to the four (4) usual commercial categories, the Plan identifies the following: commercial services for auto-related uses; waterfront commercial; commercial-residential; and office-residential.

The Plan proposes the concentration of basic industrial uses in the western section of the City and the upgrading of the northern waterfront area for fishery related uses, tourist and visitor recreational uses and scenic vistas in conformance with local and coastal policies.

Three (3) categories of residential densities are contained in the Plan: Rural and Estate Densities (minimum lot size of 12,000 square feet) located in highly scenic areas adjacent to gulches while utilizing planned unit development principles and concepts; Suburban Densities (minimum lot size of 6,000 square feet) located in the central and southern portion of the City; and Medium and High Densities (8 to 43 dwelling units per net acre) located in the northern and southwestern portion of the City.

The Transportation Element of the Plan identifies specific corridors for vehicular, pedestrian and bicycle movement reflecting existing and projected needs and desires.

In conjunction with the Eureka Freeway, specific right-of-way corridors are proposed for arterials supplemented by collectors. The local residential street is to be protected from unnecessary disruptive through-traffic.

In order to create a practical and functional Bikeway System in Eureka, the Plan proposes the primary utilization of major streets (arterials) for bike lanes throughout the City.

The Plan proposes protective pedestrian malls at special centers of the City and the upgrading of pedestrian facilities along existing street rights-of-way and recreational areas.

In order to meet present and future needs of housing in the City, the Plan proposes incentives and direct assistance for the rehabilitation

of approximately 2,000 housing units and the provisions of an additional 2,000 new housing units.

The Plan proposes to retain unstable and scenic slopes, and flood and marshy areas for visual recreational purposes and the retention of prime agricultural land.

The Plan identifies safety mitigation measures in order to protect Eureka from people-made and natural hazards. Lands subject to hazards are proposed for compatible uses.

The Plan identifies areas subject to high noise levels and proposes to discourage residential development and other noise sensitive development from occurring within these areas without proper protection.



1. To maximize choice and opportunity for all Eurekaans as to where and how to live, work, play, learn and shop.
2. To provide a high level of opportunity for each citizen to develop to his or her maximum capabilities.
3. To provide a meaningful and rewarding "quality of life" for all citizens.
4. To develop community spirit, pride and confidence in the City's future.
5. To promote and maintain an efficient pattern of multi-purpose development according to planned and projected needs while providing for individual variety and community aesthetics.
6. To maximize the effective use of limited public and private investment while developing policies and programs to fulfill community needs in a coordinated manner.
7. To prevent the deterioration and blight of existing beneficial development through the conservation, rehabilitation and general upgrading of stable residential, commercial and industrial areas.
8. To promote cooperation and compatibility between the City of Eureka and other governmental entities concerning development in the City as well as on the urban fringe.
9. To encourage the maintenance of a sufficient diversified economic base to provide adequate local employment opportunities for all those active in the labor market.
10. To preserve the individual and collective architectural and historical heritage of Eureka.
11. To provide necessary and desired cultural and recreational facilities and open-space resources for the present and future citizens of Eureka.
12. To preserve and enhance limited and significant open-space and rural amenities of the City.
13. To reduce land-use and development conflicts between the urban and the natural environment.
14. To protect to the maximum extent possible, persons and property from natural and people-made hazards and dangers.
15. To maximize the opportunity for decent housing to meet the needs of all Eureka residents.
16. To the maximum extent possible, to channel development into areas already impacted by urban development and areas which already have necessary utilities and facilities.
17. To plan and implement facilities and services on the basis of neighborhood units and densities.
18. To provide a complete and efficient street system which takes into account convenience of access and safety while minimizing disruptive unnecessary traffic within residential neighborhoods.
19. To protect people from exposure to excessive noise levels and seek a livable environment which is conducive to human health, safety and welfare and which does not interfere with basic, necessary and desirable activities.
20. To protect, maintain and, where feasible, enhance and restore the overall quality of the coastal environment and its natural and people-made resources.
21. To assure orderly, balanced utilization and conservation of coastal resources taking into account the social and economic needs of all the people.

22. To secure adequate public access and increase public recreational opportunities along the coast consistent with sound resources, conservation principles and the rights and needs of private property owners.
23. To assure priority consideration for coastal-dependent development over other development along the coast.











The physical pattern of local development and the location of various land uses affects every aspect of life in the community. In viewing the City and its neighborhoods, physical facilities, social concerns, community improvements, traffic patterns, land values and population distribution and density must be considered along with the economy.

Presently, Eureka's urban area is generally surrounded by non-developed land such as woodlands, agricultural lands and marshes. Within the City, vacant land for development is scarce. Several developed suburban areas are adjacent to the City and rely, to a significant extent, on the City for employment, shopping and recreational opportunities, but these areas are not within the City limits of Eureka. Future developments and redevelopments in the City and County will determine the future shape of the Eureka urban area. What impact this will have on the quality of life in the area must be considered.

## **POLICIES/The Urban Form**

1. The City should encourage infilling of urban vacant land within the Eureka urban area as an economical means of growth and extend additional development into the non-sensitive open-space lands around Eureka while providing protection from potential hazards such as flood and landslide.
2. The City should allow for some development of gulches while taking under consideration soil and slope stability, flood and other potential hazard conditions and cost of utilities and facilities.
3. Sufficient areas of land should be designated to meet projected and redevelopment needs within each land use category.
4. The City should encourage Humboldt County to adopt the City's planning guidelines for future development of its surrounding unincorporated areas so as to provide maximum compatibility with the City of Eureka's planning program.

## **POLICIES/The Neighborhood**

5. The existing residential environment should be modified to meet the neighborhood-unit principles where through-traffic is discouraged; local streets are safe, convenient and aesthetically pleasing; schools, parks and other educational facilities are centrally located to serve the immediate residential area and local shopping areas are conveniently located at the nearest major street intersection. Walking distance would form the foundation of the neighborhood unit.

6. The City should encourage the individuality and indentity of each neighborhood and at the same time upgrade the overall environment through excellence of design, landscaping, retention of views and street furniture.
7. Residential neighborhoods should be protected from activities which produce excessive noise, air pollution, odor and through-traffic.
8. Incompatible land uses in residential neighborhoods which adversely affect residential living should be eliminated.
9. The City should retain neighborhood convenience shopping which is comptabile with the overall circulation and land use arrangements so as to provide convenience for residential areas.
10. The City should evaluate the need for additional upgrading or elimination of community facilities based on residential densities and neighborhood development patterns.
11. The City should insure that infilling new and rehabilitated residential structures are compatible with the overall established character of the neighborhood.
12. Higher residential densities should be encouraged at locations where convenient access and adequate facilities are readily available.
13. The City should retain and upgrade the area east of the Samoa Bridge as a mixed residential-commercial area and include the provisions of a tot-lot to service this section of the City.
14. The City should continue to provide for mobile home park developments at appropriate locations within the City employing high standards of site planning and design.

## **POLICIES/Community Facilities**

15. The City should encourage the retention and upgrading of neighborhood school facilities to serve as the focal point of each neighborhood's social, cultural, vocational and recreational, as well as educational activities.
16. School sites should be relatively free from external disturbing factors such as heavy traffic, excessive noise, offensive odors and incompatible land uses.
17. Additional open-space adjacent to school sites should be provided whenever needed.
18. All educational facilities should be maintained and upgraded in accord with established standards for size, location, design and rehabilitation.
19. A strong, coordinated community development program between City government and other governmental entities should be created.
20. The City of Eureka should provide for park and recreational systems which include sufficient diversity of areas and facilities to effectively serve a population with varied characteristics, densities, needs and interests.
21. The City should insure that sufficient area is provided for parks and open-space in all residential neighborhoods of the City and plan for such uses as new residential developments occur.
22. The established park system in the City should be upgraded to better serve the needs of the general public.
23. The City should establish a greenway system, containing bicycling, hiking, natural walks or a combination of these, to provide a link



between open-space areas, community facilities and the residential neighborhoods of the community.

24. The concentration of cultural and governmental facilities in the Core Area should be encouraged in order to promote a sense of City center identity and vitality.
25. The City should encourage the coordination of public and private facilities whenever beneficial and avoid unnecessary duplication.
26. A high quality of public facilities, utilities and services should be provided throughout the urbanized area of the City and their compatibility with surrounding land uses and densities should be insured.
27. City-County library facilities, in the Core Area, should be upgraded to help fulfill the general cultural, educational, informational and recreational needs of the public and to allow room for expansion of service and community growth.
28. The City should upgrade and expand small craft harbor facilities in order to provide supplementary facilities for the fishing, boating and commercial needs of the public.
29. Medical facilities should be located at appropriate locations within the Core Area and other established locations according to plan.
30. The City should consolidate and upgrade the medical facilities within the Buhne Street-Harrison Avenue area introducing high standards of design, an improved circulation system, joint use of facilities and adequate parking facilities and insure the protection of the surrounding residential areas from excessive traffic, noise and congestion.

## **POLICIES/Commercial**

31. The City should promote quality design, visual attractiveness, proper location, adequate sites, sufficient off-street parking and a convenient circulation system for all recognized commercial areas in the City.
32. The City should discourage isolated and sprawling commercial activities along major roads and reinforce the vitality of convenient neighborhood shopping areas.
33. The City should encourage the location of regional commercial facilities within the Core Area.
34. Consolidation and upgrading of established commercial centers should be encouraged as a priority over the development of additional large shopping centers within the Planning Evaluation Area.
35. The City should support the upgrading of convenient neighborhood stores serving the immediate residential neighborhoods and provide for such uses in new residential development.
36. The City should establish design criteria for commercial activities located immediately adjacent to residential neighborhoods.

## **POLICIES/Industrial**

37. Existing and potentially desirable industrial lands should be protected from pre-emption by residential, residential-oriented commercial and other unrelated and incompatible uses.
38. New technologies should be explored and utilized when economically feasible, to minimize and/or eliminate such detrimental effects as smog, water pollution, soil and water contamination, erosion, noise and traffic congestion.

39. The substantial industrial area on the west side of the City should be developed and upgraded to accommodate industrial growth and the relocation of industry from unsuitable sites and areas into this section of the City should be encouraged.
40. Security-residential incidental use should be permitted in industrial and heavy commercial areas.

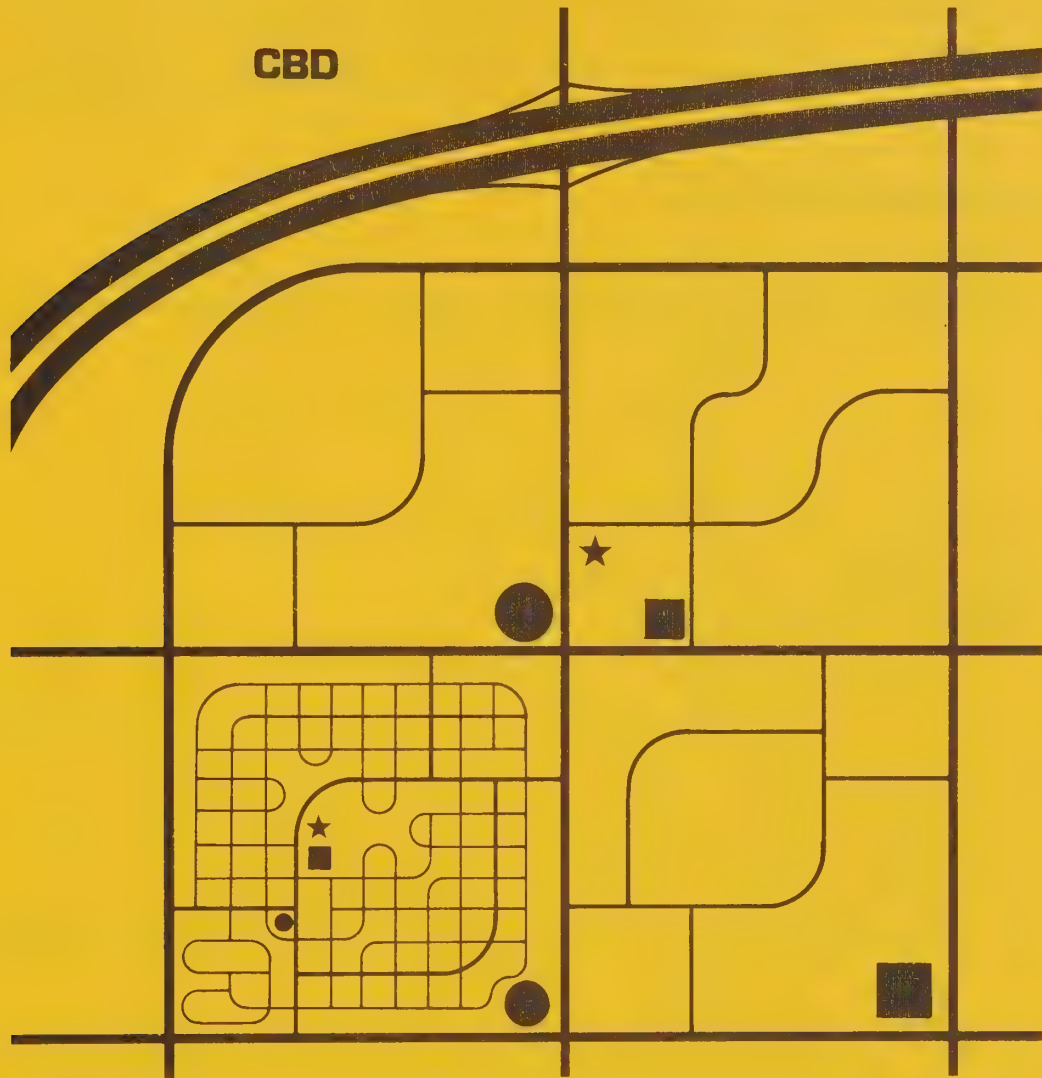
## **PRINCIPLES AND STANDARDS/**

### **Residential**

1. The residential environment of Eureka should be guided by the following neighborhood-unit principles.
  - \* A neighborhood is bounded by arterial streets, which facilitate through-traffic and which are located so as to avoid unnecessary traffic within the neighborhood.
  - \* Collector streets and peripheral arterials should intersect at a minimum number of points, thus promoting the use of a collector street to gather traffic from the neighborhood area local streets to the arterial street.
  - \* Pedestrian and vehicular traffic should be separated.
  - \* The reasonable walking distance of children and the elderly determines the radius of a neighborhood.
  - \* Depending on residential densities, each neighborhood area should have a centrally located park and other immediate neighborhood facilities.
  - \* There should be a sub-neighborhood and/or neighborhood shopping area within or at the edge of the neighborhood.
  - \* The elementary school and other neighborhood institutions and recreational facilities are suitably located and concentrated so as to serve the walking traffic of the neighborhood unit.
  - \* Within the neighborhood, incompatible land uses should be eliminated.
  - \* The neighborhood contains a population range of 3,000 to 8,000 persons.
2. Vacant land, suitable for immediate residential development which would unite and fill in neighborhood areas is encouraged to be developed as a priority over extending development beyond the urban sphere.
3. Higher residential densities should be encouraged in the Core Area and neighborhoods where existing and planned community facilities and utilities are designed to handle the increased densities.
4. Residential development should not be encouraged in officially recognized areas subject to flooding, excessive slopes, unstable soils, or areas which pose other serious hazards and high levels of risk.
5. New residential development should take under consideration the limitation of the existing topography, preservation of geographical and natural resources and the provision of neighborhood amenities, such as accessible and usable open space and cultural and recreational facilities.
6. The architectural and design integrity of each neighborhood should be protected and enhanced.
7. Rural and estate densities and planned unit developments are






# The Neighborhood Unit Concept





## STREET SYSTEM

-  FREEWAY
-  ARTERIAL
-  COLLECTOR
-  LOCAL

## SHOPPING AREAS

- CBD** CENTRAL BUSINESS DISTRICT
-  COMMUNITY
-  NEIGHBORHOOD
-  SUB NEIGHBORHOOD

## PUBLIC SCHOOLS

-  HIGH
-  JUNIOR HIGH
-  ELEMENTARY

## CITY PARKS

- ★ NEIGHBORHOOD
- ★ COMMUNITY

encouraged in areas immediately adjacent to greenways so as to preserve the openness and visual amenities of these valuable natural assets while reducing sprawl conditions and the cost of utilities, circulation, grading and construction.

8. Modifications to the natural environment should be kept to a minimum in gulch greenway areas so as to retain a rural character.

## **Residential Densities**

DENSITY RANGE Dwelling Units Per Net Acre		MINIMUM LOT SIZE (In Square Feet)
0-1	(Rural)	42,000
2-3	(Estate)	12,000
4-7	(Suburban)	6,000
8-17	(Medium Density)	2,500
18-43	(High Density)	1,000

## **PRINCIPLES AND STANDARDS/**

### **Community Facilities**

9. All schools should be centrally located in convenient relationship to the neighborhood and be so sited as to minimize hazards to safety and be compatible with other neighborhood land uses.
10. Elementary schools should be located close to the center of the residential area served and away from arterial traffic routes. Children should not have to cross arterials.
11. Elementary schools should function as one of the focal points of the neighborhood and wherever possible, open-space, playgrounds, neighborhood parks and other facilities should be adjacent to them.
12. Junior high schools should possess direct access to a collector street, be located near a concentration of dwelling units and pedestrian walkways should be provided from the residential area served.
13. High schools should be centrally located so as to have direct arterial access while serving the total community. Mass transportation for students shall be encouraged and individual automobile traffic should be discouraged.
14. The concept of a combined school-park should be implemented whenever possible (i.e., elementary school-neighborhood park, junior high school-community park and high school-community park).
15. Private schools, senior centers and other institutions should be located in direct proximity to the major circulation routes of the City.
16. A main library should be located in the Core Area close to primary circulation routes and public transit and in close proximity to the downtown retail center, major offices and other cultural facilities of the community.
17. Space for future expansion of service and community growth, including the need for parking, should be included in any Core Area library site.
18. Churches and other religious buildings should be located so as to have direct access to an arterial street and ideally each church should serve an area with a radius of one mile.



## Public School Standards

TYPE OF FACILITY	WALKING DISTANCE (Mile)	RADIUS OF CITY AREA SERVED (Mile)	SITE SIZE (Acres)	LOCATION IN RELATION TO STREET SYSTEM	ACCESSIBILITY
Elementary School	1/4-3/4	1/2-3/4	2-10	Access to Collector	By Foot
Combination Elementary School and Neighborhood Park	1/4-3/4	1/2-3/4	3-15	Access to Collector	By Foot
Junior High School	3/4-1	3/4-1 1/2	10-20	Access to Collector	By Foot or School Bus
Combination Junior High School and Community Park	3/4-1	3/4-2	35-50	Access to Collector	By Foot or Car
High School	1-2	1 1/2-2	20-40	Access to Arterial	By Foot or School Bus
Combination High School and Community Park	1-2	3/4-2	45-60	Access to Arterial	By Foot or Car

19. All public buildings should be made accessible to the physically handicapped to insure wherever possible that handicapped persons will have access to and use of such buildings.
20. Neighborhood parks should be located within the residential areas of the City with direct access from a collector street and should include both active and passive recreational uses in order to serve as a multi-activity neighborhood recreational center.
21. Parks should be encouraged adjacent to school sites and should contain facilities and equipment and be so designed as to enhance and be compatible with the residential character of neighborhoods.
22. New neighborhood parks should be located within residential areas which are not now adequately served by the present park system.
23. Residential development, design and densities should consider the needs for neighborhood park, recreational and open-space facilities.
24. Community parks should provide for popular forms of recreation which require more space than would be available in the residential neighborhood park. Community parks should be designed to provide active and passive recreational facilities for all age groups while being compatible with surrounding development. Community parks should have convenient access from arterial streets in order to serve the entire community.
25. Tot-lots should be located in concentrated residential areas with access from local neighborhood streets and pedestrian walkways. Tot-lots serve the recreational needs of the very young and the elderly.
26. Golf courses should be located in non-congested portions of the community, on the fringe of major development. It is suggested that golf courses be adjacent to residential areas in order to be utilized as a major open-space amenity. Access to the golf course should be provided by an arterial street and public transit should be available.
27. Greenways and trails should meander through residential neighborhoods and/or scenic areas, taking advantage of gulches and open-space resources. Greenways and trails should connect to community parks and schools whenever possible; these facilities would serve as access points to the trails. Trails and greenways should cross arterial streets infrequently and should provide as many interesting vistas and view points as is possible.

28. Marina and boat basin facilities should have immediate access from an arterial street and be located close to fish processing and related facilities. The site should also be protected from wave action and the prevailing winds, possess adequate foundation conditions for both the land and water area and possess adequate water depth while minimizing the need for dredging.

## Open Space & Recreation Standards

TYPE OF FACILITY	RADIUS OF SERVICE (Mile)	NUMBER OF PEOPLE PER FACILITY	SITE SIZE (Acres) (Sq. Ft.)	ACRES PER 1,000 PEOPLE	LOCATION
Tot Lot	Within High Density Development	100-500	3,000-6,000 Sq. Ft.	As Needed	Within High Density Area, Access From Local Street
Neighborhood Park	1/2-3/4	3,000-8,000	1-5	1.0	Near Center of Neighborhood, Access From Collector Street
Community Park	3/4-2	8,000-20,000	30-50	3.0	Near Boundary of Residential Area, Access From Arterial Street
Golf Course (18-Hole)	Up to 45 Minutes Travel Time	25,000-35,000	120-160	1 Hole Per 1,500 People	Access From Arterial Street
Greenways and Trails	3/4-2 To Access Point	25,000-35,000	One Trail System	10.0	Within Residential Areas and/or Scenic Areas, Access From Community Parks and Schools

29. Hospital and other acute care facilities should be located with access to arterial streets and should be served by public transportation. The actual site should include space for adequate parking and future expansion.
30. Medical offices and laboratory facilities should be provided for around hospital facilities and/or at the edges of commercial centers with direct arterial access. Medical offices and laboratory facilities can establish a transition between hospitals and residential areas and between commercial uses and residential areas. Adequate off-street parking should be provided at all medical offices. Joint use of parking should be encouraged.
31. Convalescent hospitals, nursing homes and related services for the elderly should be located in multi-family areas of the City. Locations near major medical facilities and public transportation are essential.
32. Cemetery and crematory facilities should be located in heavy commercial zones or major open-space areas with direct arterial access. They should contain room for expansion and should not be located where major residential development is desired. Given their permanent nature, cemetery facilities should not be located in areas currently undergoing or projected for urban development.
33. A community conference center should be located within or at the edge of the central business district in close proximity to hotel and motel facilities; the location should also be convenient to numerous eating establishments and major retail services. The site should contain substantial parking, space for expansion and should be served by public transportation. A location along the waterfront Core Area is suggested.
34. Museums and regional cultural facilities should be located within or adjacent to the central business district. The site should contain parking and be accessible by public transportation.



35. Governmental garages and corporation yards should be located in heavy commercial or industrial areas and should be adjacent or very near an arterial street but not directly abutting an arterial, since the ingress and egress of trucks and other equipment could slow usual arterial traffic. The yard site should also be large enough to meet reasonable future needs and be compatible with surrounding land uses.
36. All existing developed land and future areas of the City set aside for urban expansion shall be served by adequate water and other utilities necessary for the health, safety and welfare of citizens and property. The full compliment of urban utilities should not be made available to areas which are not principally designated for development (i.e., agricultural areas, forest lands, unsuitable slopes). The undergrounding of overhead utility lines should be promoted whenever possible, particularly in recreational facilities, the Core Area and new residential development.
37. The police station should have direct access to the community's arterial street system and should be located close to commercial and high density areas. Adequate identification signing is essential and closeness to court facilities is desirable.
38. The central fire facility should be located at the edge of the City's most significant high value area while branch fire stations should be located on the fringe of other high value areas and near residential neighborhoods according to nationally recognized service area requirements.
39. The actual fire station site should be as compatible as possible with neighboring land uses and should relate to the City's major street system in the following manner:
  - \* With access to arterial streets, but not directly facing onto an arterial due to the difficulty and danger of entering traffic flow;
  - \* Location near, but not at, major street intersections due to possible traffic back-up.
  - \* Location on one-way streets should be avoided.
40. The specific requirements for water main size, water flow, fire hydrant spacing and other fire facilities and procedures should meet nationally recognized fire principles and standards and be adjusted when local conditions apply.

## **PRINCIPLES AND STANDARDS/**

### **Commercial**

41. Major commercial developments should be located so as to have direct street access and be served by public transportation.
42. Vehicular access consolidation and control to and from commercial activities should be implemented to avoid congestion, confusion, traffic conflicts and waste of financial resources.
43. Adequate off-street parking facilities should be provided and joint-use encouraged. Sub-neighborhood shopping should not provide off-street parking or loading areas so as to avoid major impact on adjacent residential uses.
44. Design standards should be established for sub-neighborhood and other commercial developments so as to assure harmonious blending with adjacent structures and areas while allowing for individual approaches to upgrading development.

45. Deteriorated and deteriorating commercial areas should be rehabilitated or converted to other productive uses in accord with the land-use plan.
46. String and sprawling development should be discouraged and consolidation and clustering of uses promoted so as to conserve land, costs and other resources while also encouraging joint use of parking and other facilities.
47. Each residential neighborhood should be served by adequate and conveniently located daily shopping facilities. Sub-neighborhood individual convenience stores should be retained and upgraded where they are appropriately located so as to serve principal walking trade. These sub-neighborhood shopping areas should be located within the neighborhood with access usually provided by a collector street. A sub-neighborhood shopping facility will primarily consist of a small grocery store.
48. Neighborhood shopping areas should be located with direct access to arterials and in transition zones between neighborhood units. Leading retail establishments in neighborhood centers are super markets and drug stores.
49. Community shopping areas should be located with access from an intersection of arterial streets and within areas of higher residential density. Leading retail establishments within community centers are variety stores and junior department stores.
50. The central business district serves as a regional shopping center and should be provided with direct access from a freeway or other major highway. A wide variety of retail, cultural, office and educational establishments are located in the central business district with large department stores being the leading tenants. The provision of adequate parking and a pleasant shopping environment is particularly important. Public transit is essential.
51. Limited areas of service-oriented commercial uses should be provided for along arterial streets near major intersections. The primary uses located within service commercial areas directly relate to the automobile (i.e., gas stations, garages and auto repair services, motels). Service commercial uses should be concentrated as much as possible. Strip commercial uses along arterials should not be encouraged.

### Commercial Services Standards

TYPE OF SERVICE	LEADING OCCUPANTS	SITE SIZE (ACRES)	POPULATION SERVED	RADIUS OF SERVICE (MILES)	LOCATION
Sub Neighborhood	Small Grocery Store	1,000-2,000 Square Feet Floor Area. Lot Size 5,000-7,000 Square Feet	1,500-3,000	1/4-3/4	Access From Collector Street
Neighborhood	Super Market, Drug Store	5-10	3,000-8,000	3/4-1 1/2	Access From Arterial Street
Community	Variety Stores, Junior Department Stores	5-20	8,000-25,000	1 1/2-2	Near Intersection of Arterial Streets
Central Business District	Large Department Stores	20-100	50,000-150,000	The Whole County	Access From Freeway or Other Major Highway
Service Commercial	Automobile Related (Gas Stations, Repair Services, Motels, etc.)	1-5	Varies	Varies	Along Arterial Streets Fronting Freeways and in Proximity to Major Highway Intersections



## **PRINCIPLES AND STANDARDS/**

### **Industrial**

52. Industrial and heavy commercial areas should be located close to major transportation resources (freeways and major highways, railroads, waterfront facilities) to minimize unnecessary and disruptive traffic through residential and other sensitive sections of the City.
53. Residential uses should not be located within or directly adjacent to prime industrial areas so as to avoid conflicts and the provision of unnecessary services and facilities.
54. Mixed industrial and commercial uses should be permitted only when such uses are determined to be compatible or necessary for operations.
55. Industrial uses should avoid creating substantial pollution, noise, glare, odor or other significant offensive activity which would contribute negatively to adjacent uses and other areas of the City.
56. Designated industrial areas should be adequately served by utilities and facilities so as to promote consolidated development and reduce energy and other potential wasteful practices.
57. Industrial uses should be located in areas which are free from foundation, drainage and flooding problems and which contain a sufficient reserve for future growth. Within industrial areas, slopes should not be in excess of five (5) percent.
58. Within industrial areas, the streets and corners should be sufficiently wide to easily accommodate truck traffic. There should be ample space for truck loading, parking and maneuvering and streets and railroads should cross at a minimum number of points.
59. Prime industrial land should be protected from encroachment by non-industrial uses.
60. Uses dependent on waterfront locations should receive support for sites along industrially designated lands of Humboldt Bay.

### **Industrial Average Standards**

TYPE OF INDUSTRY	ACRES PER 1,000 PEOPLE
Forestry Related	6½
Fishery Related	½
General Industry	5
Total Industry	12

## **PLAN PROPOSALS/**

### **Residential**

1. Provide for additional density and acres of residential land to meet the projected 1995 need.
2. Planned unit developments will take place adjacent to the City's gulches following safety considerations for slopes and marshy areas while maintaining the natural integrity of a gulch greenway system.
3. Designate for suburban residential development (4-7 dwellings per net acre) the ridge land south of Lundbar Hills.

4. Upgrade the existing neighborhood environment by reworking the street system which will include reinforcing the arterial and collector streets and keeping residential streets local in nature by selected street closures, loops and divertors. These local street modifications should initially occur in high density, higher traffic areas such as Jefferson and Lincoln Neighborhoods.
5. A compatible mix of commercial, office and residential development will occur within the Core Area.
6. Designate for multi-family development (8-43 dwellings per net acre) the residential area around Burre Center and the northern and western portion of the City's residential area.
7. Designate for suburban development (4-7 dwellings per net acre) the central, eastern and southern portion of the City's residential area.
8. Rural and Estate Densities (0-3 dwellings per net acre) will take place in highly scenic areas adjacent to the gulch greenway system and as planned unit developments.

## **Community Facilities**

9. Retain all existing schools (except Franklin) within the City of Eureka to provide the needed educational facilities for the 1995 projected population.
10. Modify the street system near and in the general vicinity of Grant, Jefferson and Marshall Elementary Schools in order to minimize hazards to the safety of the students.
11. Consider the closure of selected streets adjacent to Eureka High School and Marshall, Washington, Jefferson and Lincoln Elementary Schools, in order to provide for additional playgrounds, open-space and safety.
12. Provide for a passive recreational area adjacent to Grant Elementary School which would be integrated into the greenway system.
13. Upgrade and expand the former Eureka Carnegie Library (currently used in an administrative capacity) to serve the library needs of the Eureka urban area. As an alternative, construct a new facility in the Core Area.
14. Provide for a total of nine (9) additional neighborhood parks to be located in Jefferson, Lundbar Hills, Samoa, Lafayette, Worthington, Grant, Pine Hill and along the waterfront near "K" Street.
15. Create a gulch greenway system integrating the City natural gulches, waterfront and existing and proposed recreational areas.
16. Concentrate high public-use governmental offices in the County Courthouse, Eureka City Hall Civic Center Area.
17. Retain and expand the present site of the City Corporation Yard. Encourage the County Corporation Yard and governmental corporation yards to relocate adjacent to the City facility.
18. Relocate the School Bus Yard, presently on California and Del Norte Street to the industrial area west of Broadway near the City Corporation Yard.
19. Upgrade the existing boat basin facility and create a marina on Woodley Island, taking into consideration critical habitat and open-space areas.
20. Concentrate medical offices and related facilities in the area between St. Joseph Hospital and the new General Hospital, in the Core Area directly east of the Central Business District and within the Henderson Center area.

21. Establish a Community Conference Center in the Core Area, preferably at a waterfront location.
22. Provide for fire stations near the Harris and "J" Street area and Walnut and Ridgewood Drive.

## **Commercial**

23. Provide adequate land for projected 1995 commercial use so as to meet the needs of the future local population and visiting tourists.
24. Develop two (2) additional neighborhood shopping areas: Pine Hill; and Walnut and Ridgewood Drive.
25. Discourage any strip commercial development near the junction of Indianola cutoff and Highway 101.
26. Discourage strip commercial development from occurring on Highway 101 north of Murray Field Airport as well as south of Sunset Memorial Park Cemetery.
27. Develop a pedestrian mall on "F" Street from Seventh Street to the waterfront in conjunction with a consolidation of off-street parking in structures.
28. Discourage additional strip commercial uses from locating along Broadway while encouraging the consolidation of existing strip commercial. Joint use of parking facilities is particularly encouraged.
29. Upgrade and expand the Bazaar-Montgomery Ward commercial area into a more viable multi-use community shopping center.
30. Designate Burre Center as a neighborhood shopping facility.
31. Designate Henderson Center as a neighborhood shopping facility and link this area to medical uses along and near Harris and "H" Streets.
32. Designate for commercial-residential use, portions of the existing strip commercial activities found along Broadway (in the area of the main post office), Harris Street, and Wabash Avenue.
33. Designate a portion of the Core Area west of "C" Street to Broadway for automotive use consolidation.
34. Designate the Mall Area as a community shopping center.
35. Designate the Central Business District as the regional shopping location for the Eureka area.
36. Designate for office-residential and commercial-residential use, the eastern portion of the Core Area.
37. Designate for a waterfront commercial use, the areas along the northern waterfront of the City.
38. Designate for commercial service use, the area along Broadway and west of the Core Area; the area along Jacobs Avenue; and a cluster area at the junction of Indianola cutoff and Highway 101.
39. Insure that adequate off-street parking is provided for all major commercial areas. This parking should obtain its primary access off alleys or low volume side streets so that high volume commercial streets will not directly receive the traffic congestion from the frequent ingress and egress of vehicles.
40. Encourage the rehabilitation and reuse of vacant and abandoned structures (particularly vacant gas stations). If the reuse of the structure is not feasible and the structure lacks historic, architectural or economic value, encourage the demolition of the structure to make way for better land utilization.



## Industrial

41. Encourage the infilling of the industrial area west of the Freeway by basic industrial uses.
42. Provide adequate useable acres of industrial land by 1995 to meet projected needs.
43. Allow for a compatible mix of light industrial and heavy commercial uses within the areas designated for commercial service.
44. Concentrate fishery related industrial uses along the waterfront.
45. Existing incompatible uses along the waterfront should be re-located to areas better suited for overall community development.
46. Designate a location on the Samoa Peninsula for a regional sewage treatment facility.

More detailed information related to this Element is available in the Land Use Technical Background Information Report.









The transportation system in conjunction with land use is a major component of the General Plan. It affects the economy, the opportunity for social and cultural experiences, safety and most endeavors of City citizens.

Considered by itself, transportation is generally concerned with moving people and goods in the most efficient manner. The transportation system, however, must not be considered in isolation. Transportation routes have a great impact on the use of adjacent land. An efficient system of major roads and public transit can make more places easily accessible to more people.

## Policies

1. The City should provide for a balanced, safe and efficient transportation system to serve all segments of the community.
2. The existing street pattern should be modified to form a continuous network of four (4) recognized categories of streets accommodating various land uses and movement, i.e., the freeway or the principal road, the major arterial, the collector street and the local street.
3. The City should evaluate on-street parking based on the function of the existing street network.
4. The City should provide for adequate off-street parking in all sections of the City, particularly in the commercial, industrial and higher residential density neighborhoods.
5. The City of Eureka should establish a coordinated system for bike travel throughout the entire City.
6. Sidewalks, trails and walking facilities should be extended throughout the City to allow for more convenient and safer pedestrian movement.
7. The City bus system should be upgraded to better serve the major population areas of the community and to interface with other transportation systems in the region.
8. The City should improve the appearance of existing transportation rights-of-way and incorporate high standards of design when considering new transportation corridors, including streets, bikeways, walkways and other related rights-of-way.
9. The City should encourage the implementation of the adopted Eureka freeway as a long-term solution and develop short-range actions

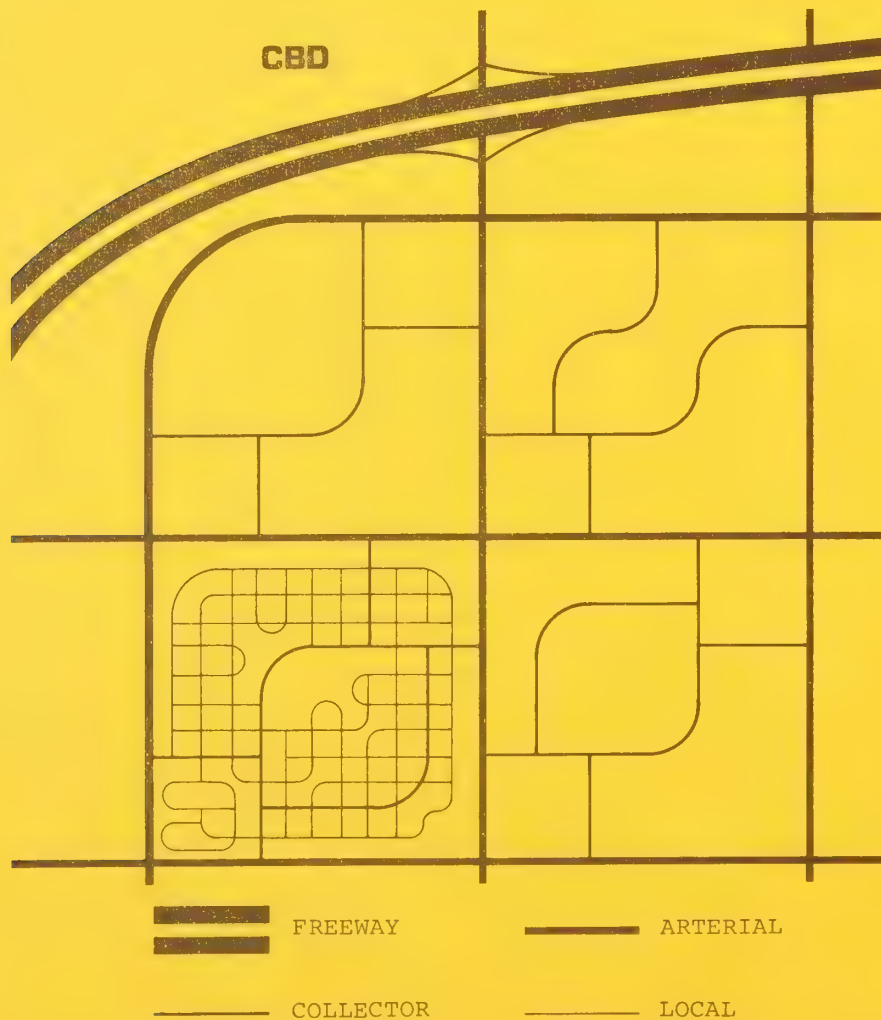
to mitigate the high and heavy level of traffic volume along Fourth and Fifth Streets in the Core Area.

## PRINCIPLES AND STANDARDS/ Streets and Highways

1. The local vehicular transportation system should form a hierarchy of streets.
2. Convenient access should be provided to all developed or readily developable property in the Eureka area.
3. The four basic categories of Eureka's street system are as follows:
  - A. Freeway: A function of an urban freeway is to accommodate through-travel and remove through-traffic from other segments of the street system while at the same time, link in a coordinated manner, the downtown area with other sections of the community. Standards for freeways are determined by the California Department of Transportation (Caltrans).

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### The Street System



- B. Arterial: This system, together with freeways, serves the community as the principal network for through-traffic flow. These arterial streets should be coordinated with the freeway to provide for distribution and collection of through-traffic to and from collector and local street system. Arterials should help to define boundaries of residential neighborhoods, industrial sites and commercial areas.
- C. Collector: The main function of the collector street is to guide traffic from local residential streets to major arterials. Direct residential access from collector streets should be discouraged.
- D. Local: The principal purpose of a local street is to provide direct access to property immediately adjacent to the public right-of-way; this should include both vehicular and pedestrian access. The local street should not be designed to carry through-traffic, buses or heavy vehicular traffic. This street provides a temporary storage space for vehicles.
4. Streets in hilly and gulch greenway areas should follow contour lines in a parallel manner. Corridors along ridges and at the base of hillsides are preferred to other locations requiring greater cut and fill methods.
5. In hillside areas, street pavement should be at minimum depending on rural densities, nature of the road and natural conditions of the area served.

## Street Standards

STREET CRITERIA	Basic Street Categories		
	ARTERIAL	COLLECTOR	LOCAL
Primary Function	Principal Network for Through-Traffic	Main Interior Street	Local Service
Length of System	1 Mile or More	1 Mile or Less	Under 1/2 Mile
Spacing of System	1/2-1 Mile	1/2 Mile	At Blocks
Total Right-of-Way Width	70'-100'	60'-80'	50'-55'
Pavement Width	50'-80'	40'-50'	20'-36'
Number of Traffic Lanes	4-6	2-4	2
Width of Traffic Lanes	10'-12'	10'-12'	10'-12'
Parking Lane Width	6'-10'	6'-10'	6'-10'
Sidewalk Width	6'-10'	6'-10'	6'-10'
Bikeway Width	5'-7'	5'-7'	-----
Speed Limit	35-40 mph	30 mph	25 mph
Traffic Volume	5,000-20,000 Vehicles Per Day	1,000-5,000 Vehicles Per Day	Less than 1,000 Vehicles Per Day
Design Features in Suburban, Medium and High Density Areas (More than 3 Dwelling Units Per Net Acre)	Sidewalks, Curb and Gutters. A Sight Distance of 100'; 50' Of No Curb Parking at All Major Intersections. Curb Parking Generally Limited.	Sidewalks, Curb and Gutters. 30' of No Curb Parking at All Intersections	Sidewalk, Curb and Gutters.
Design Features in Rural and Estate Areas (Less Than 3 Dwelling Units Per Net Acre)	Maximum Pavement Width of 36'. Bike and Pedestrian Trails (Could be Paved). No Sidewalks, Curb and Gutters.	Maximum Pavement Width of 24'. No Sidewalks, Curb, and Gutters. Pedestrian Type Paths.	Maximum Pavement Width of 20'. No Sidewalks, Curb and Gutters.



## PRINCIPLES AND STANDARDS/

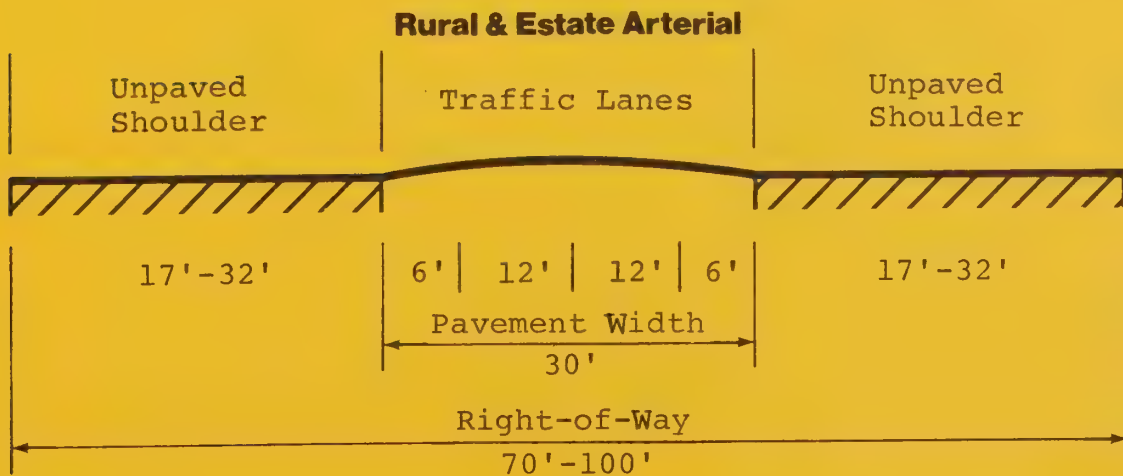
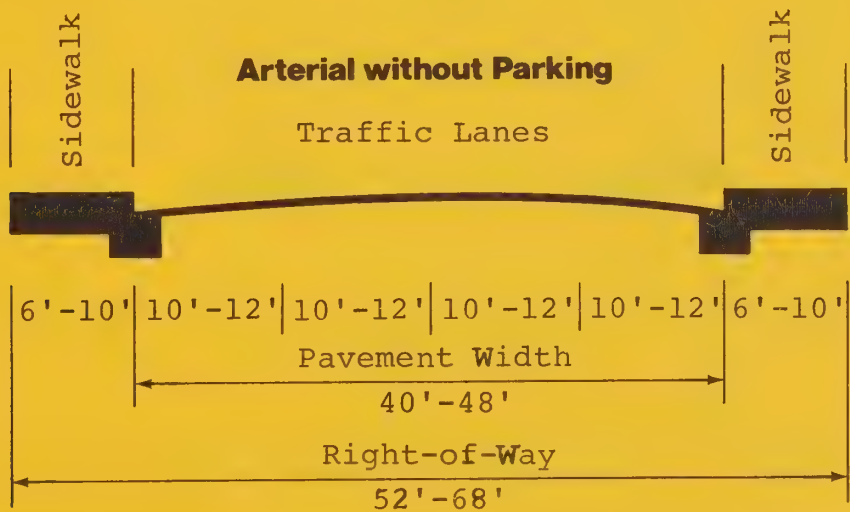
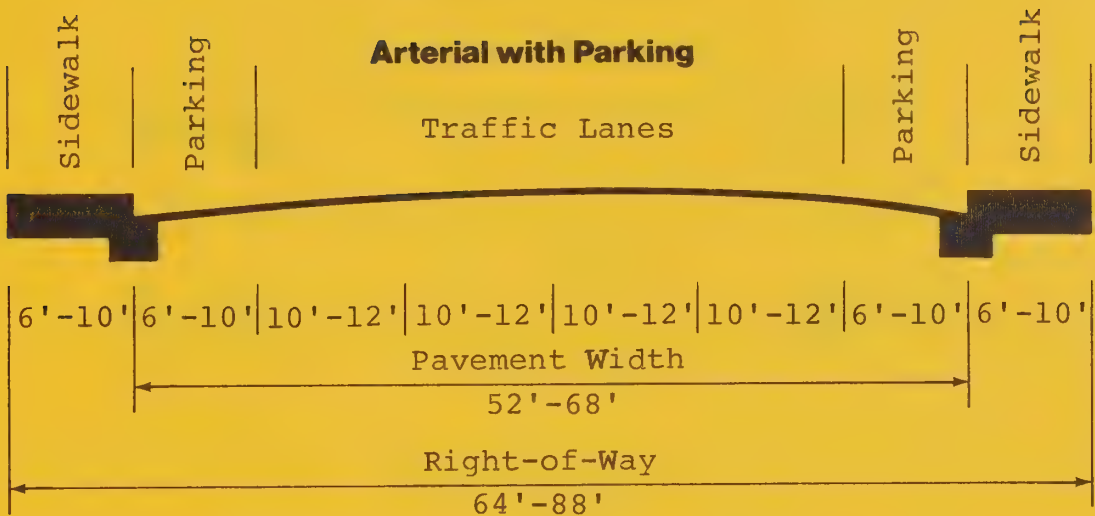
### Parking

6. On-street parking should be provided only when the demand for vehicle storage is at its highest and for movement at its lowest. Curb space for parking or stopping should not be provided at or very near intersections, pedestrian crosswalks, driveways and fire hydrants in order to insure visibility and proper traffic circulation. When traffic volume exceeds the capacity of the roadway and all other remedies are not feasible, vehicle storage may be eliminated if compatible with community planning.
7. Off-street parking should be provided for all auto-dependent uses in the City except sub-neighborhood shopping. Off-street parking needs in residential areas should be based upon residential densities. Off-street parking needs in commercial and industrial areas should be based upon ratios to total building area and the specific activity, including employment levels.

### Off Street Parking Standards

LAND USE	RANGE IN NUMBER OF PARKING SPACES PER INDICATED UNIT	
	UNIT	PARKING SPACES
Residential	Dwelling	1-2
Housing Rehabilitation	Dwelling	0-2
Motel, Hotel, Lodging	Room	1-2
Restaurant	Seat	0.30-0.50
Public Assembly	Seat	0.20-0.30
Retail and Office	1,000 Square Feet (gross floor area)	3-6
Educational Facilities	Employee	1-2

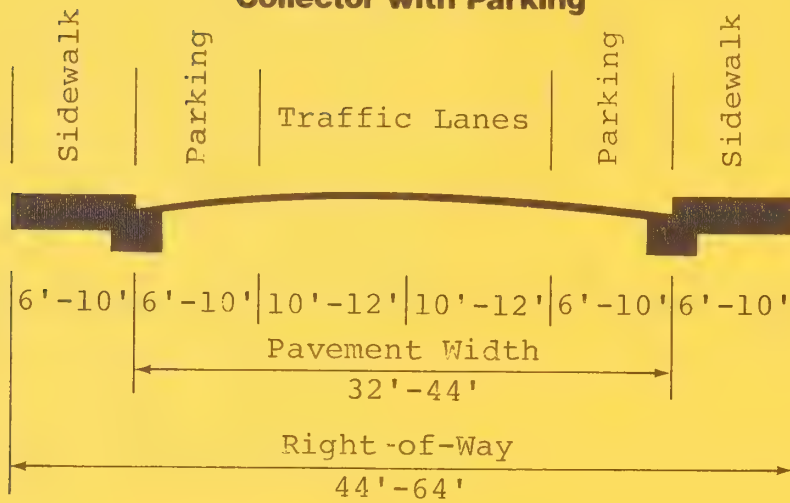
# **Arterial Cross Section** **MINIMUM STANDARDS**



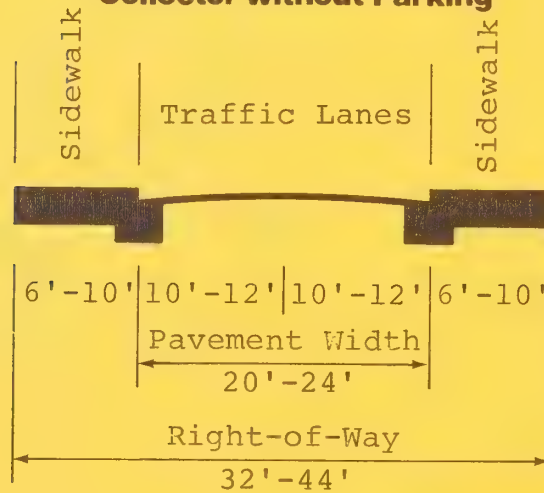
# Collector Cross Section

## MINIMUM STANDARDS

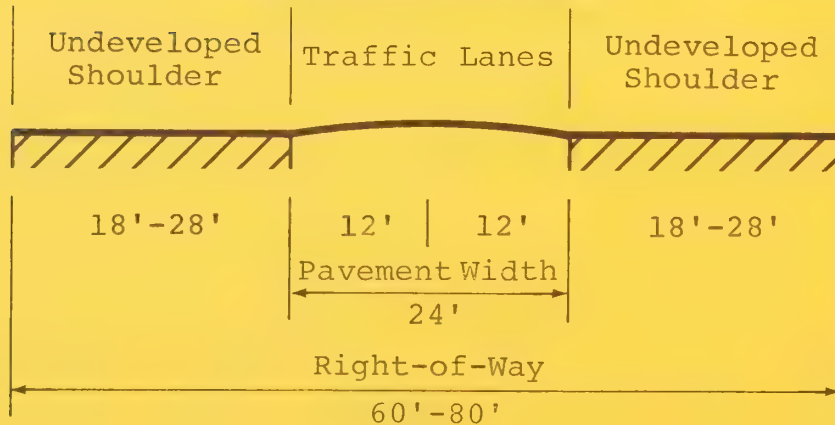
### Collector with Parking



### Collector without Parking



### Rural & Estate Collector

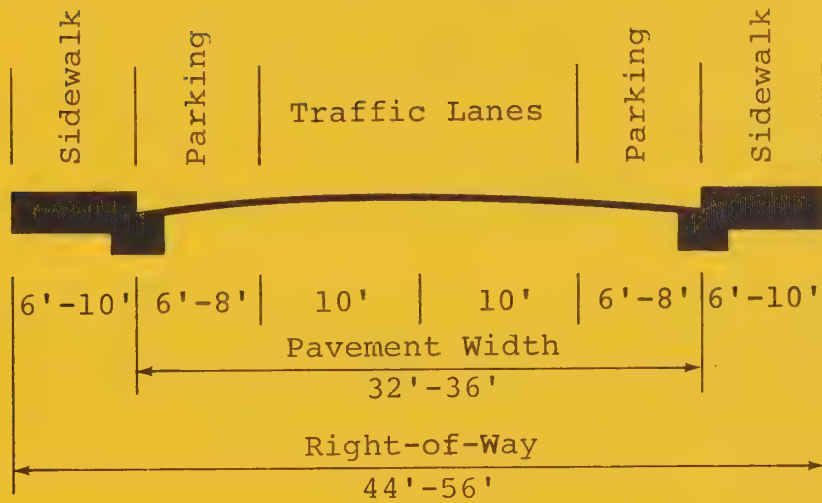




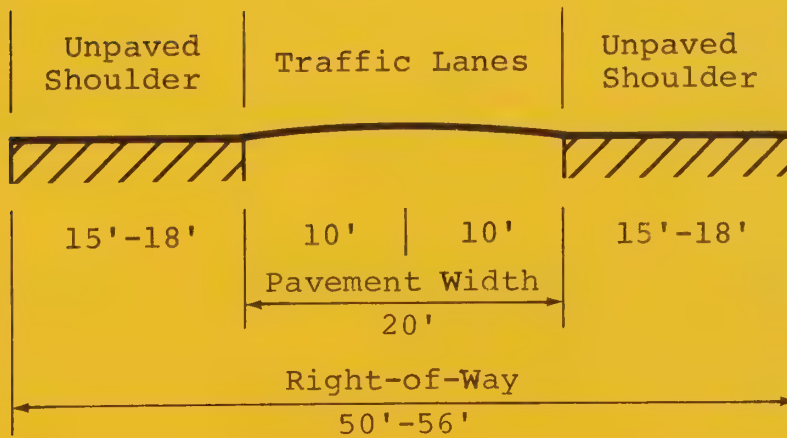
# Local Street Cross Section

## MINIMUM STANDARDS

### Local Street with Parking



### Rural & Estate Local Street



## **PRINCIPLES AND STANDARDS/ Pedestrian Walkways and Bikeways**

8. Sidewalks or other forms of walkways should extend throughout the City to serve the City, with modification allowed for rural density areas.
9. Pedestrian walkways should be separated, safe and protected from traffic.
10. Sidewalks and walkways should be linked with bike and pedestrian trails leading to and within outdoor recreational areas such as gulches, parks and schools, as well as commercial areas.
11. Where possible, in the Central Business District, pedestrian movement should be funneled into special areas separated from vehicular traffic through the use of special design considerations.
12. A system of local bikeways should be extended to serve all urban sections of the City and should be interconnected with the regional bikeway system.
13. Bikeways, where possible and desirable, should be located on exclusive lanes physically separated from automobiles and extended within major recreational facilities. When separate bikeway facilities cannot be provided, the bikeway should be designated with minimum improvements including bike lane striping and signing for both the cyclists' and motorists' protection. Bikeways should maximize the use of streets with low vehicular traffic levels.
14. Bikeways should be considered in the design of all new or reconstructed streets, major recreational areas, waterfront facilities and other capital projects.
15. Two (2) classifications of bikeways should be in the design of the City bikeway system:

**Class I. Exclusive Bikeway or Bike Trail Physically Separated from Autos.**

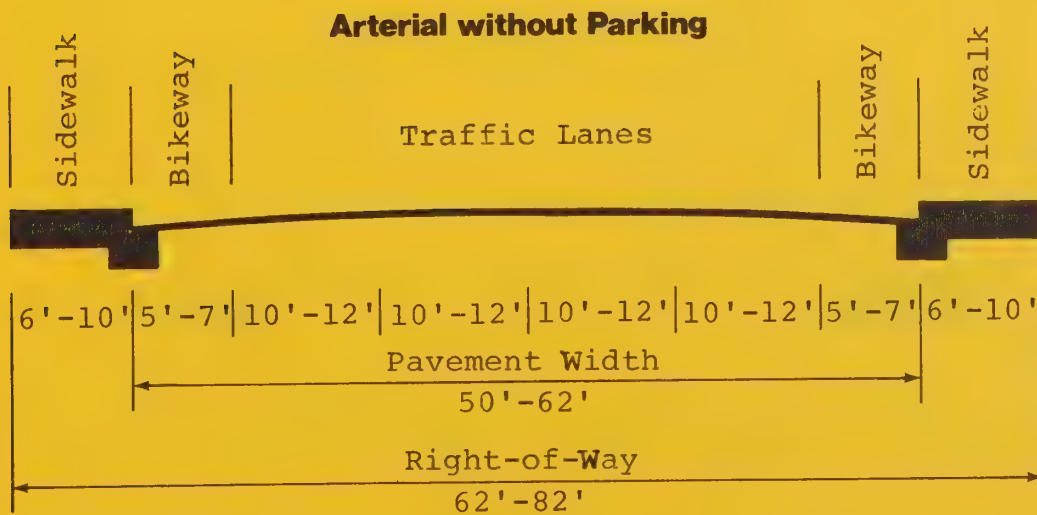
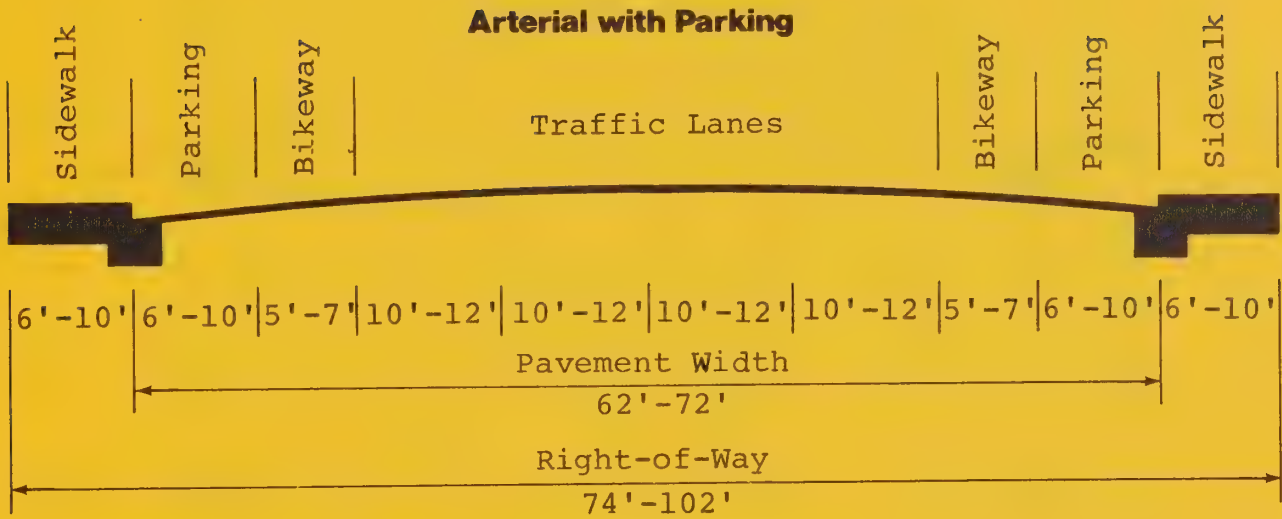
On a specially designated right-of-way established exclusively for bikeway purposes, such as within the right-of-way of a new freeway, new residential areas, gulches and larger parks.

**Class II. Bikeways Shared with Motor Vehicles or Pedestrians.**

Bikeways shared with motor vehicles should be considered on streets wide enough to allow both auto and bicycle lanes, or where adequate space is created by parking restrictions. Bicycle lanes should be designated by street signs and appropriate lane striping on the street pavement. Where walkways and bikeways share the same right-of-way, a barrier (symbolic or actual) should be provided.

16. Storm sewer gratings should be placed in such a way or modified so as to minimize danger to cyclists.
17. Lockable bicycle racks should be installed in major areas generating bicycle traffic and at substantial public facilities. The private sector should be encouraged to install racks whenever a major traffic generator is created.

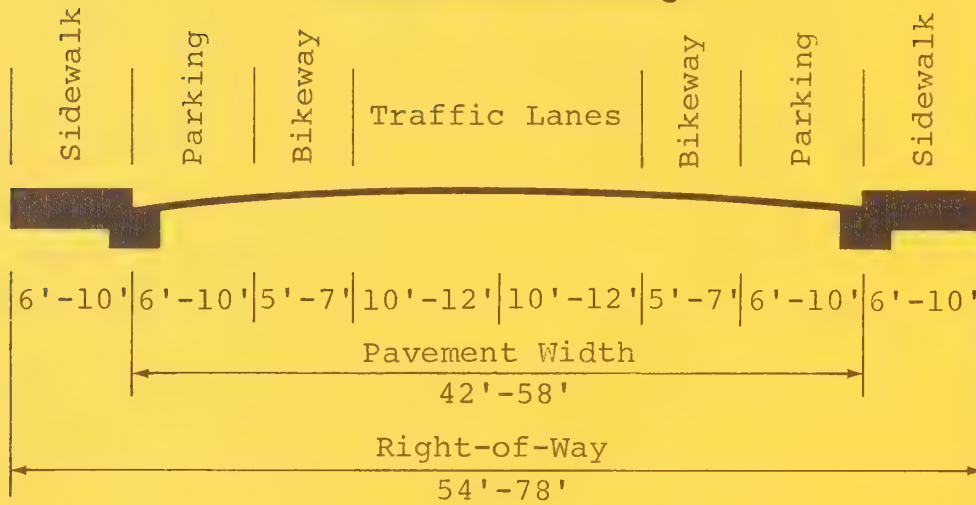
## Bikeway Cross Section MINIMUM STANDARDS



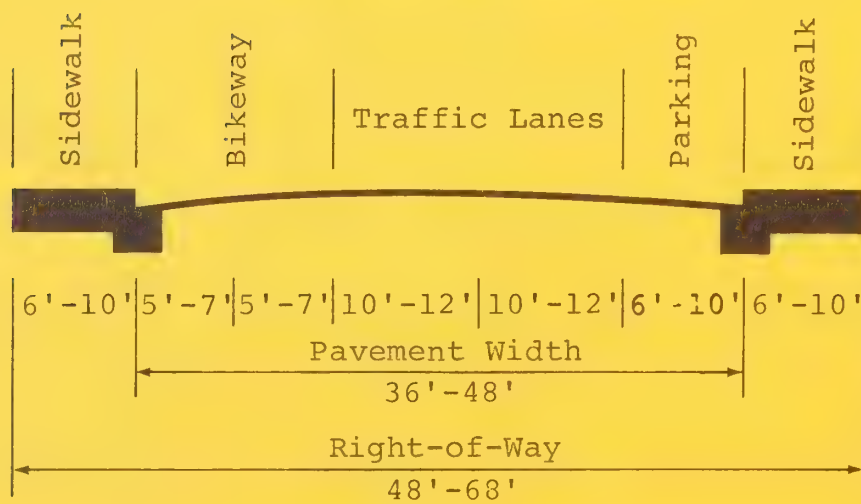


## Bikeway Cross Section MINIMUM STANDARDS

### Collector with Parking



### Collector with One Parking Lane



## **PRINCIPLES AND STANDARDS/ Mass Transit and Rail**

18. Transit routes should be established to provide efficient and convenient service to the entire community.
19. Transit service should be planned on a system-wide basis, taking into consideration all operating bus systems in the region.
20. The routes of the system should provide direct service to the origins and destinations of passengers.
21. Routes should not overlap except where they converge at transfer points. Looped two-way traffic is to be encouraged.
22. In urban areas, transit stops should be spaced out at approximately half-mile intervals (quarter-mile walking distance) with stopping intervals decreasing in areas of medium and low population density.
23. Routes should have reasonable long-term flexibility and adaptability to meet changing transit needs and conditions.
24. Routes should be designated to take full advantage of street characteristics and possible future operational improvements. Such factors include the condition and type of roadways utilized (avoid local street), design features, traffic control measures, strength of roadway structure, width, surface, control of access from side streets and provision for safe loading and unloading and protection from the weather.
25. At major pickup points along the transit routes, shelters and seating areas should be provided. A schedule of the routes should be displayed at all designated bus stops.
26. Where rail lines cross major streets or active pedestrian walkways or bikeways, proper grade separation or warning devices must be considered.
27. Railroad rights-of-way, adjacent to residential or retail commercial areas, should be screened to reduce noise, air and visual pollution.

## **PLAN PROPOSALS**

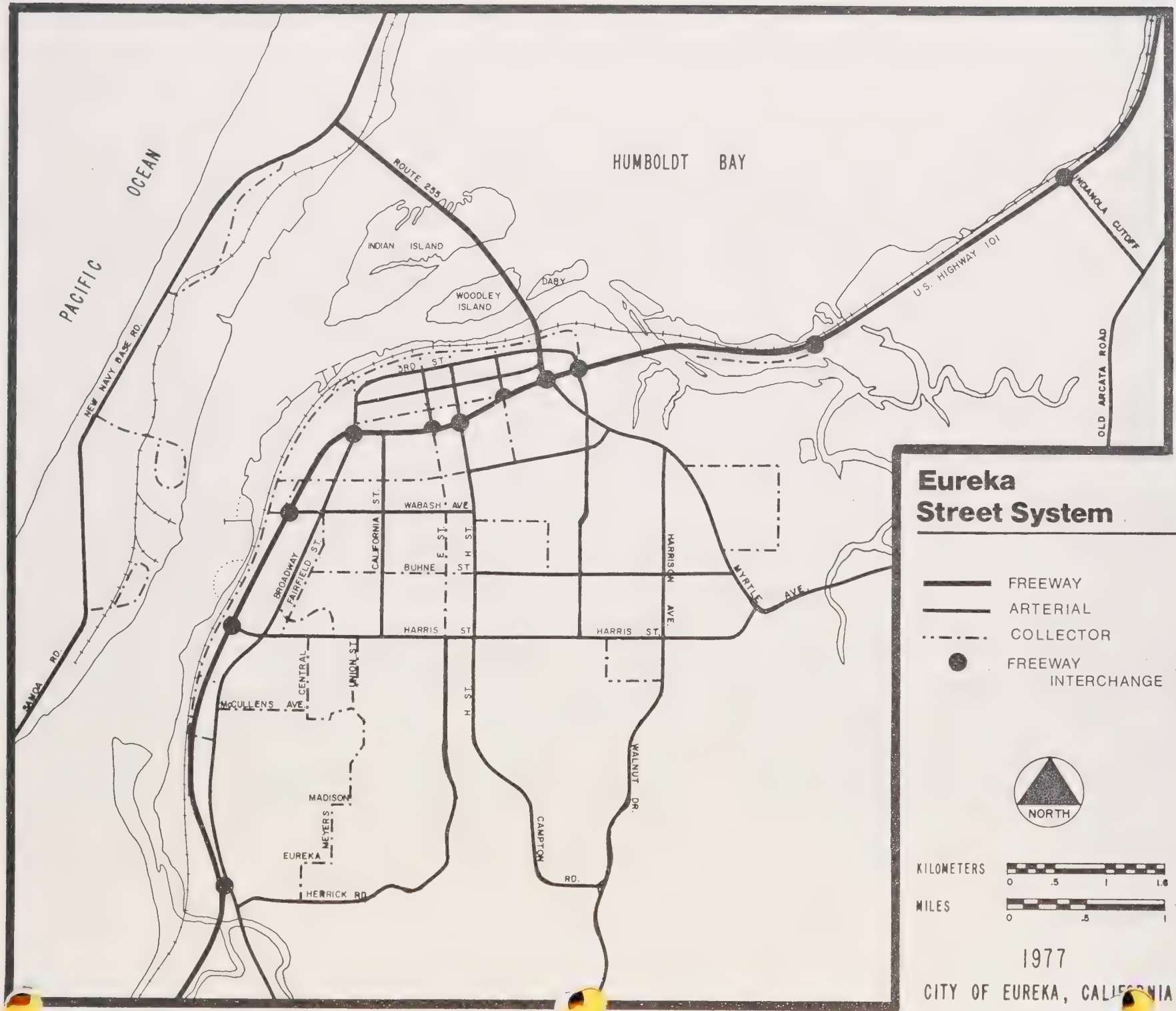
1. Establish an arterial street system in the City utilizing the following right-of-way corridors: H - Campton Road; Harris Street; Broadway; Harrison - Walnut Drive; Myrtle Avenue; E (south of Harris); Fairway - Herrick Road; California Street; Wabash Avenue; Fourteenth between H and Myrtle Avenue; Buhne between H and Myrtle Avenue; Third Street; Fifth Street; West Avenue - S Street; and the Core Area portions of E Street and M Street.
2. Achieve a system of collector streets as presented on the Transportation Element Plan Map.
3. Promote the closing of small portions of selected streets when warranted by established needs and when supported by the people directly affected by the closure. Streets for closing consideration include the following:
  - a) The one block portion of J Street immediately between Marshall Elementary School and Eureka High School. The non-vehicular space created can be utilized for open-space development or other purposes as directed by the School Board in support of education.
  - b) The portion of W Street between Sequoia Park and Washington Elementary School. This new space could be incorporated with the Sequoia Park Plan.

- c) The portion of F Street in Henderson Center between Henderson Street and Harris Street and Grotto Street between E Street and F Street. This area could be used as a pedestrian oriented open-space area and off-street parking.
  - d) The access from Dolbeer Street to St. Joseph Hospital could be closed to protect the quiet atmosphere of surrounding residential areas from through traffic. The upgrading of the main hospital entrance from Harrison Avenue is needed as well as additional parking areas.
4. Extend Harrison Avenue south of Harris Street to connect with Walnut Drive.
  5. Extend Fourteenth Street east of West Avenue to connect with Myrtle Avenue.
  6. Eliminate direct through streets within the residential area utilizing ideas such as landscaped islands that form loops or cul-de-sacs, in order to create more safe and quiet neighborhoods. Such improvements would be an appropriate part of a neighborhood rehabilitation program.
  7. Implement the Eureka Freeway and establish the Core Area traffic movement as indicated in the Core Area Development Plan and as shown in the Transportation Element Plan Map.
  8. Develop Waterfront Drive along the Bay from Wabash Avenue to "V" Street.
  9. Continue the use of Broadway and the Fourth-Fifth Streets one-way pair as the route for Highway 101 until the Eureka Freeway is in operation. Minor upgrading of Fourth and Fifth Streets may occur in order to minimize increasing traffic impacts.
  10. Continue the use of Sixth and Seventh Streets as a one-way couplet until the Eureka Freeway is available for use.
  11. Extend two-way traffic north on Broadway from Fifth Street to Broadway's merger with Third Street until the Eureka Freeway is in use. This modification would allow traffic to temporarily bypass the Fifth Street retail core and go directly to the Old Town-Waterfront area via Third Street.
  12. Construct a smooth access transition from Fourth Street to Third Street in the Myrtle Avenue area. This will allow some direct traffic to bypass the retail core and go immediately to the Old Town-Waterfront area via Third Street.
  13. Encourage driveways and off-street parking access along all arterial and collector streets to be provided from alleys or side streets so that arterial and collector streets will not directly contain the traffic congestion of the frequent ingress and egress of vehicles. Driveways and off-street parking should not be designed so that a motorist is required to back out onto an arterial or collector street.
  14. Establish bikeways on arterial and selected collector streets as shown on the Bikeway Plan Map in an effort to achieve a functional bikeway system.
  15. Establish a recreational bikeway system of Class I status along the proposed Waterfront Drive and Freeway right-of-way as shown on the Bikeway Plan Map.
  16. Establish a pedestrian mall along the F Street right-of-way from the Waterfront to Seventh Street in conjunction with consolidation of off-street parking in structures.
  17. Establish a pedestrian oriented area along the F Street right-of-way and Grotto Street in Henderson Center between Henderson Street and Harris Street. Consolidate and increase off-street parking.



18. Establish a Waterfront pedestrian walkway system along the City's immediate shoreline.

More detailed information related to this Element is available in the Transportation Technical Background Information Report.

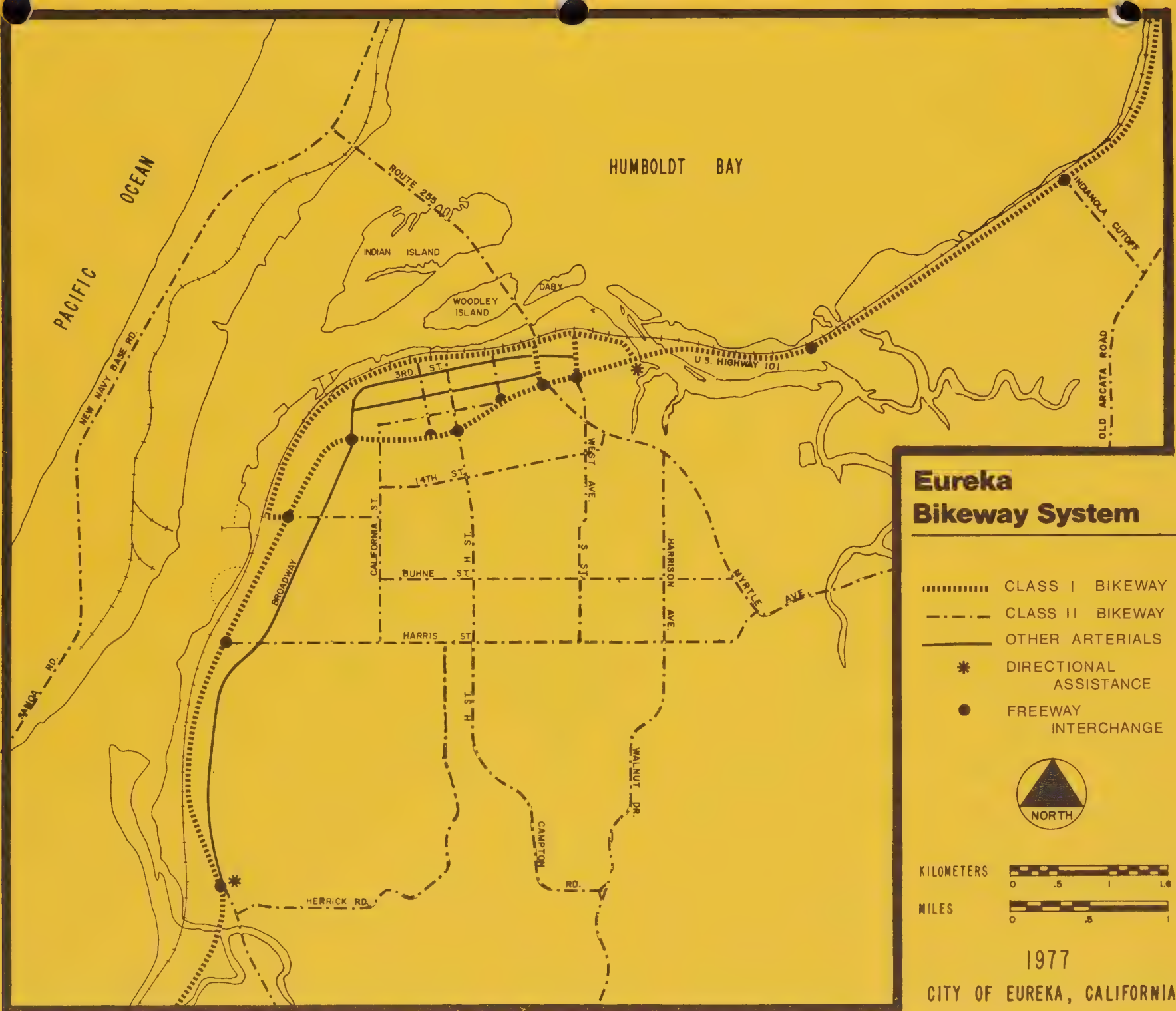


## Eureka Street System

-  FREEWAY
-  ARTERIAL
-  COLLECTOR
-  FREEWAY INTERCHANGE



1977  
CITY OF EUREKA, CALIFORNIA













# HOUSING ELEMENT



The need to improve housing conditions and the overall quality of neighborhoods and community living is a significant issue in the City of Eureka. It is apparent that the existing neighborhoods are a vital resource of the urban fabric. While new construction will continue to replace dilapidated structures, the existing urban area will continue to dominate the form and character of the City.

Eureka, incorporated in 1856, has an extensive inventory of vintage housing and older neighborhoods. Today, more than one-third of the urban area is residential in character. There are approximately 9,795 dwelling units in the City of which 7,000 are single-family units. Of the total dwelling units, almost forty percent (40%) are occupied by renters. Nearly twenty-five percent (25%) of the housing in the City is in poor condition. Much of the deficient housing is rented or owned by low-income groups. Thirty-six percent (36%) of the population in Eureka has an income of less than \$7,000. Within the City, it is estimated that there are 3,000 senior citizens who are 65 years of age and older. Many of these people are on a fixed, non-flexible income. This information and that which is contained in the Housing Technical Report clearly indicates a need to significantly improve all aspects of housing in the City.

## POLICIES

1. The City should promote and assist the provision of safe, sanitary and decent housing at reasonable costs for all persons, regardless of age, race, sex, creed or national origin.
2. The City should assist in the conservation, rehabilitation, maintenance and improvement of existing housing and residential neighborhoods, so as to maintain and upgrade the environmental quality of life in neighborhoods.
3. The City should pay particular attention to the housing needs of the elderly and handicapped, especially among those of low and moderate income in the City of Eureka.
4. The City should provide for quality site design, public facilities, access to employment opportunities, parks, open-space and landscaping in established and new residential areas.
5. The City should promote the provision of an adequate selection of housing by location, type, price and tenure.
6. The City should support and assist private and public providers of housing in order to meet all housing needs in the community.
7. Close coordination should be achieved among local, State and Federal housing policies and programs.



**D R A F T**

**HOUSING ELEMENT**

**Goals, Policies, and Programs**

(1984 Update)

**City of Eureka**

Prepared by

J. Laurence Mintier  
Planning Consultant





6/25/84

## RECOMMENDATIONS OF THE HOUSING ADVISORY BOARD

On June 20, the Housing Advisory Board (HAB) reviewed working drafts of the revised housing element and related background reports. In reviewing the goals, policies and programs of the housing element, the HAB recommended a number of changes which are summarized below.

### Goals and Policies

Goal A: Recommended revision: To assist the private sector, where necessary, in its efforts to provide a variety of housing types to meet the needs of all segments of the community.

#### Policies:

1. Recommended in revision: Facilitate private sector initiated development of presently available vacant and underutilized parcels of residentially zoned land.
2. Monitor market demand for residential land and consider, where appropriate, changes in the City's General Plan Land Use Element and zoning to ensure a balance in residential uses and densities.
3. Recommended revision: Based on a study of market demand, develop standards for second units in existing, single-family zoned neighborhoods.
4. Recommended revision: Acknowledge state requirements for granting density bonuses of 25 percent to housing projects that include at least 25 percent of the units affordable to low- and moderate-income households or ten percent of the units affordable to low-income households.
5. Recommended revision: Acknowledge state requirements for the provision of units affordable to low- and moderate-income households in connection with new residential developments within the Coastal Zone.
6. Recommended revision: Acknowledge state requirements for the provision of replacement units in connection with the demolition or conversion of existing units within the Coastal Zone occupied by low- or moderate-income persons.
7. No change recommended.
8. Recommended revision: Use state and federal funding assistance to the extent these subsidies exist and are needed to develop affordable housing in Eureka.





9. Recommended revision: Support the Eureka Housing Authority in its efforts to secure federal and state funding for development of new housing and continuation of rent subsidies (Section 8) as long as there is demonstrated need.
10. Agreed in concept.
11. Agreed in concept.
12. Agreed in concept.
13. Recommended revision: Encourage new residential developments in locally designated historic districts to be compatible in design with the overall character of the existing neighborhood.

Goal B: No change recommended.

#### Policies

1. Recommended change: Support private rehabilitation of housing.
2. No change recommended.
3. Recommended revision: Use state and federal funding assistance to the extent these subsidies exist and are needed to rehabilitate housing in Eureka.
4. No change recommended.
5. No change recommended.
6. No change recommended.

Goal C: No change recommended.

#### Policies

1. Recommend deletion.
2. No change recommended.
3. Agreed in concept.
4. No change recommended.

Goal D: No change recommended.

#### Policies

1. No change recommended.
2. No change recommended.



### Implementation Programs

The HAB did not review the implementation programs in detail but recommended that the program descriptions be revised to reflect their recommendation for revision of the goals and policies.

### Quantified Objectives

The HAB generally supports the quantified objectives outlined in the draft housing element (these objectives were revised following the June 20 HAB meeting to reflect HAB recommendations).





## HOUSING ELEMENT

### Goals and Policies

Goal A: To promote and assist the provision of a variety of housing types to meet the needs of all segments of the community.

#### Policies:

1. Facilitate the development of presently available vacant and underutilized parcels of residentially zoned land.
2. Review the City's General Plan Land Use Element and zoning to ensure a balance in residential uses and densities.
3. Facilitate development of second units in existing developed, single-family zoned neighborhoods in accordance with local standards.
4. Grant a density bonus of 25 percent to housing projects that include at least 25 percent of the units affordable to low- and moderate-income households or ten percent of the units affordable to low-income households.
5. In accordance with the requirements of state law, require, where feasible, provision of units affordable to low- and moderate-income households or the payment of in-lieu fees in connection with new residential developments within the Coastal Zone.
6. In accordance with the requirements of state law, require, where feasible, the provision of replacement units or payment of in-lieu fees in connection with the demolition or conversion of existing units within the Coastal Zone occupied by low- or moderate-income persons.
7. Continue to rely on the Housing Advisory Board and the Eureka Residential Assistance Program as the focus of City efforts to secure federal and state funding for new affordable housing.
8. Use state and federal funding assistance to the extent these subsidies exist to develop affordable housing.
9. Support the Eureka Housing Authority in its efforts to secure state and federal funding for development of new housing and continuation of rent subsidies (Section 8).
10. Acquire and assemble sites for residential development using redevelopment powers and other mechanisms, where appropriate.
11. Encourage mixed use commercial/residential development in the Core Area and P-D zoned areas.
12. Explore the possibility of waiving City sewer and water connection fees for low income housing projects.





13. Require that new residential developments in locally designated historic areas be compatible in design with the overall character of the existing neighborhoods. ✓

Goal B: To encourage the maintenance and continued improvement of the existing housing stock.

#### Policies

1. Encourage private rehabilitation of housing.
2. Continue to rely on the Housing Advisory Board and the Eureka Residential Assistance Program as the focus of City efforts to secure federal and state funding for housing rehabilitation.
3. Use state and federal funding assistance to the fullest extent these subsidies exist to rehabilitate housing.
4. Give highest priority in rehabilitation programs to the Jefferson Neighborhood and the Core Area.
5. Require abatement of unsafe structures, giving property owners ample opportunity to correct deficiencies.
6. Promote the preservation and rehabilitation of historic and architecturally significant residential structures.

Goal C: To promote equal opportunity to secure safe, sanitary and affordable housing for everyone in the community regardless of race, sex and other arbitrary factors.

#### Policies

1. Support equal access to housing.
2. Promote the enforcement activities of the State Fair Employment and Housing Commission.
3. Give special consideration in housing programs to the needs of special groups, including the handicapped, large families, the elderly and families with low incomes.
4. Support the development and operation of a senior citizens' shared housing program in Eureka.

Goal D: To encourage energy efficiency in all new and existing housing.

#### Policies

1. Promote the use of energy conservation features in the design of all new residential structures.
2. Promote the use of weatherization programs for existing residential units, including the programs operated by P G and E and the Redwood Community Action Agency.



## IMPLEMENTATION PROGRAMS

1. In conjunction with revision of Eureka's General Plan in FY 85-86, the Planning Commission and City Council shall review present land use patterns and adjust residential designations and densities, as necessary, to maintain a balance of housing opportunities. Subsequent rezoning to conform to the revised General Plan may include adjustments in residential zoning categories to achieve higher densities. Each year thereafter, the Planning Commission and the City Council shall annually monitor the availability of vacant land to accommodate a variety of housing types.

## Responsibility:

Planning Commission

City Council

Department of Community Development

## Time Frame:

FY 85-86, and FY 86-87

2. In conjunction with the revision of Eureka's General Plan in FY 85-86, the City will conduct a thorough inventory of vacant land and make the inventory available to developers and the public. Once prepared, the inventory shall be regularly updated.

## Responsibility:

Department of Community Development

## Time Frame:

Ongoing

3. The Housing Advisory Board and the Planning Commission will hold study sessions to explore the desirability of the City adopting its own standards for the development of second units, as authorized by State law. In the meantime, the City will continue to allow second units in single-family zoned areas by use permit, according to the criteria set forth in Government Code Section 65852.2(b).

## Responsibility:

Housing Advisory Board

Planning Commission

Department of Community Development

## Time Frame:

FY 1984-1985

4. The Planning Commission will develop and the City will adopt procedures for the implementation of the state requirement for granting of density bonuses for projects that include units affordable to low- and moderate-income households.





## Responsibility:

City Council  
Planning Commission  
Department of Community Development

## Time Frame:

FY 1984-85

5. The City shall adopt an ordinance requiring that units affordable to low- and moderate-income households be included in projects in the Coastal Zone of a size to make such inclusion feasible. In the meantime, the City will require the inclusion of such units on a case by case basis where feasible.

## Responsibility:

City Council  
Planning Commission  
Department of Community Development

## Time Frame:

FY 84-85

6. The Housing Advisory Board and Planning Commission shall study the desirability of the City adopting feasibility guidelines for the replacement of coastal housing units occupied by low- or moderate-income individuals that are to be demolished or converted to another use. In the meantime, the City will require replacement units on a case by case basis where replacement is found to be feasible.

## Responsibility:

Housing Advisory Board  
City Council  
Planning Commission  
Department of Community Development

## Time Frame:

FY 84-85

7. The City will pursue all available and appropriate state and federal funding sources to support its efforts to meet new construction and rehabilitation needs of low- and moderate-income households.

## Responsibility:

City Council  
Housing Advisory Board  
Department of Community Development

## Time Frame:

Ongoing



8. Eureka's Housing Advisory Board shall use the housing needs assessment and policies and objectives of the updated housing element as the basis for revising policies and objectives of the Eureka Housing Assistance Program.

Responsibility:

Housing Advisory Board

Time Frame:

FY 85-86

9. The City, in conjunction with the Eureka Heritage Society, shall explore with the State Office of Historic Preservation and U.S. Parks Service the possibility of establishing an historical district in Eureka. The City shall seek funding for designation efforts from the State Office of Historic Preservation and the National Trust for Historic Preservation.

Responsibility:

Department of Community Development

Eureka Heritage Society

Time Frame:

FY 84-85, FY 85-86

10. The City shall continue its efforts to relocate historic and architecturally significant buildings to sites in Old Town (Victorian Relocation Program).

Responsibility:

Redevelopment Agency

City Council

Time Frame:

Ongoing

11. The City will post and distribute information on the enforcement program of the State Fair Employment and Housing Commission.

Responsibility:

Department of Community Development

Time Frame:

Ongoing

12. The City will post and distribute information on currently available weatherization programs.

Responsibility:

Department of Community Development

Time Frame:

Ongoing





## QUANTIFIED OBJECTIVES

The Housing Element must include quantified objectives which specify the maximum number of housing units that can be constructed, rehabilitated, and conserved over the time frame of the Housing Element (5 1/2 years), based on the needs, resources, and constraints identified in the housing element background report. While ideally the housing objectives should equal the housing needs identified in the housing element, needs will in most cases exceed available resources. Realistically, most of the factors that influence housing production, such as economy and interest rates, are beyond the control of local government. The following table summarizes housing needs and outlines the City of Eureka's quantified objectives for the period July 1, 1984 to January 1, 1990.

### QUANTIFIED OBJECTIVES July 1, 1984 - January 1, 1990 City of Eureka

		<u>Objectives</u>	
	Need	Program Units	Private Sector Units <sup>1</sup>
New Construction			
Very Low Income	197	60 <sup>2</sup> (all rentals)	
Other Income	109	20 <sup>2</sup> (all rentals)	40 (all rentals)
Moderate Income	182	20 <sup>3</sup> (all rentals)	100 (75 rentals)
Above Moderate Income	240		120 (20 rentals)
Rehabilitation	2116	120 <sup>4</sup> (78 r rentals)	60
Conservation			
Lower Income Renters	1882	440 (Sec. 8)	
Weatherization	--	1500 (low-income)	

<sup>1</sup> Units expected to be provided by private sector without public assistance.

<sup>2</sup> Assisted units through combined efforts of the City, the Eureka Housing Authority, and non-profit housing sponsors.

<sup>3</sup> Units produced with City assistance and through regulatory programs (e.g., density bonuses, coastal housing requirements).

<sup>4</sup> Units to be assisted through Eureka Residential Assistance Program.



## CITIZEN PARTICIPATION

In preparing the draft of the updated housing element, staff consulted with Eureka's Housing Advisory Board (HAB). The HAB, Eureka's clearinghouse for all City housing programs, is a 15 member body representing a broad cross section of the community. The HAB reviewed working drafts of the housing element and related backgrounds reports at its June 20, 1984 meeting.

The City will invite public comment on the draft housing element prior to public hearings by the Planning Commission and City Council.

## CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

Eureka's current general plan was adopted in 1977 after a comprehensive revision effort. While the policies of the revised housing element update earlier general plan housing policies and objectives, their adoption should not necessitate changes to other general plan elements to maintain consistency.

The housing element does not call for immediate revision of the land use element, since there is presently sufficient vacant land with adequate services for residential growth over the next several years. When the general plan is revised in FY 85-86, the land use element should be carefully reviewed, based on a more detailed vacant land inventory, to assure the availability of adequate residentially zoned sites. The City at that time may need to consider increasing residential densities in some areas.

An issue affecting the general plan, but beyond the time horizon of this housing element, is the planned Highway 101 bypass. The bypass has long been planned by the City of Eureka, and Caltrans has acquired approximately 20 percent of its right of way. At this point, however, the freeway bypass is not included in the State's five-year Transportation Improvement Plan, meaning construction could not possibly commence before the early 1990s.

The bypass right of way includes approximately 400 residential units. Caltrans already owns 134 units in the right of way which it rents out.

Should the bypass project proceed, the impact on Eureka's housing stock would be major. Even if the bypass project is ultimately dropped, the removal of houses within the right of way could have a blighting influence on several neighborhoods.

At the point the State makes a clear commitment to funding the bypass, the housing element should be carefully reviewed, and revised as necessary, to reflect these changed circumstances.





**D R A F T**

**1984**

**Supplement**

**HOUSING**

Technical Background Information to the  
General Plan

**City of Eureka**

Prepared by:

J. Laurence Mintier  
Planning Consultant



## INTRODUCTION

This supplement updates and amends the Technical Background Information to the General Plan report on housing prepared for the 1977 Eureka General Plan. It is designed specifically to satisfy the requirements of State law for documentation of housing conditions and needs in connection with the housing element. The supplement is based primarily on the results of the 1980 Census and on information developed by the California Department of Finance, the California Department of Housing and Community Development, and the Eureka Department of Community Development.

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## HOUSING IN THE CITY OF EUREKA

Housing Stock Growth and Composition

Between 1975 and 1980, the number of housing units in Eureka increased from 9,795 to 10,710 units, or by 915 units. Between 1980 and the beginning of 1984, the City's housing stock increased by another 369 units to 11,079. During this same period Eureka's population grew by only 456.

TABLE 1

HOUSING TYPES<sup>1</sup>  
1980, 1984  
City of Eureka

	<u>1980</u>	<u>1984</u> <sup>2</sup>
Single-family	7137 (67%)	7210 (65%)
Multi-family (2-4 units)	1963 (18%)	2009 (18%)
Multi-family (5 or more units)	1429 (13%)	1688 (15%)
Mobilehomes	<u>181 ( 2%)</u>	<u>172 ( 2%)</u>
Total	10,710	11,079

<sup>1</sup> year-round housing units

<sup>2</sup> January 1, 1984

SOURCES: U.S. Census Bureau, 1980 Census  
California Department of Finance

During the eight year period, 1975 to 1984, Eureka's housing stock increased at an average annual rate of 143 units. In recent years with the rise in interest rates and down-turn in the County economy, the number of units constructed has fallen far short of this average. According to City records, building permits were issued for only 39 units in 1981, 57 units in 1982, and 48 units in 1983. During the first five months of 1984, the City issued building permits for only 23 units.

During the 1981 to 1984 period, the City issued demolition permits for only 23 residential units, or at an average annual rate of seven units.





**TABLE 2**  
**RESIDENTIAL BUILDING PERMITS**  
 1981 - 1984  
 City of Eureka

Residential Building Permits				
	Single-family	2-4 units	5+ units	TOTAL
1981	14	11	14	39
1982	13	15	29	57
1983	38	10	0	48
1984 <sup>1</sup>	<u>12</u>	<u>4</u>	<u>7</u>	<u>23</u>
Total	77	40	50	167

Residential Demolition Permits				
	Single-family	2-4 units	5+ units	TOTAL
1981	3	0	0	3
1982	3	8	0	11
1983	3	3	0	6
1984 <sup>1</sup>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	12	11	0	23

<sup>1</sup> Through May 31, 1984

SOURCE: City of Eureka, Department of Community Development

While Eureka's housing stock continues to be dominated by single-family units, between 1975 and 1984, the proportion of single-family dwellings in the housing stock dropped from 72 percent to 65 percent.

Table 3 depicts the 1980 composition of the housing stock within each of the City's eight neighborhood planning units.



TABLE 3

HOUSING TYPES BY NEIGHBORHOOD  
1980  
City of Eureka

Planning Area	Total	Single Family	Multi family 2-4	Multi family 5+	Mobile homes
Birney	1,453	1,200	224	29	--
Franklin	1,327	649	373	218	87
Grant	679	636	43	0	0
Jefferson	1,706	717	623	366	0
Lincoln	1,402	988	210	204	0
Marshall	2,589	2,172	267	150	0
Washington	514	505	9	0	0
Westside/Core	<u>1,040</u>	<u>270</u>	<u>214</u>	<u>462</u>	<u>94</u>
Total	10,710	7,137	1,963	1,429	181

SOURCE: U.S. Census Bureau, 1980 Census

Housing Tenure

According to the 1980 Census, 5,441 units, or 54 percent of Eureka's housing units, were owner-occupied. The Washington, Marshall, Grant, and Birney neighborhoods had the highest percentage of owner-occupied units. The Westside/Core and Jefferson neighborhoods had the highest percentage of renter occupied units.





TABLE 4

HOUSING TENURE (Occupied Units)  
1980

Planning Area	Total Occupied	Owner- Occupied	Renter- Occupied
Birney	1391	917 (66%)	474 (34%)
Franklin	1239	502 (41%)	737 (59%)
Grant	664	495 (75%)	169 (25%)
Jefferson	1608	498 (31%)	1110 (69%)
Lincoln	1321	706 (53%)	615 (47%)
Marshall	2502	1785 (71%)	717 (29%)
Washington	483	403 (83%)	80 (17%)
Westside/Core	<u>891</u>	<u>135</u> (15%)	<u>756</u> (85%)
Total	10,099	5,441 (54%)	4,658 (46%)

SOURCE: U.S. Census Bureau, 1980 Census.

Vacancy Rates

According to the U.S. Census Bureau, Eureka in 1980 had 599 vacant units, for a 5.6 percent overall vacancy rate. Sixty-eight units (68) were for sale, 268 were for rent, 44 were held for occasional use, and 219 were classified "other vacant." Twenty-three (23) of "other vacant" units were boarded up. The California Department of Finance estimated Eureka's overall vacancy rates for 1981 through 1984 at 7.17 percent, 6.59 percent, 6.83 percent, and 6.07 percent, respectively. Standard Management Company of Eureka estimated that vacancies in their stock of 415 rental units, most of which is located in Eureka, was running between four and five percent in May 1984. Five (5) percent is generally considered a healthy vacancy rate.

Population Per Household and Overcrowding

Eureka's average population per household was 2.32 in 1980, according to the U.S. Census Bureau. By 1984, this figure had dropped slightly to 2.30, according to the California Department of Finance.

The U.S. Census Bureau defines overcrowding as more than one person per room in a housing unit. In 1980, there were 94 overcrowded owner-occupied units



and 172 overcrowded renter-occupied units. This means that approximately 1.7 percent of Eureka's owner-occupied units were overcrowded, while 3.7 percent of Eureka's renter-occupied units were overcrowded. Eureka's overall 2.6 percent overcrowding rate in 1980 represents a significant improvement over the 4.8 percent rate reported in 1975, and is much better than the statewide overcrowding rate of 7.4 percent.

**TABLE 5**  
OVERCROWDING\*  
1980  
City of Eureka

Planning Area	<u>Number Dwelling Units</u>	
	Owner-occupied	Renter-occupied
Birney	28	35
Franklin	12	16
Grant	3	1
Jefferson	11	28
Lincoln	10	34
Marshall	20	24
Washington	3	3
Westside/Core	<u>7</u>	<u>31</u>
Total	94	172

\* Overcrowding is defined as more than one person per room.

SOURCE: U.S. Census Bureau, 1980 Census.

#### Housing Conditions

Eureka's housing stock is relatively old. Over 45 percent of Eureka's housing units were built before 1940, compared to approximately 15 percent statewide. Indeed, Eureka possesses one of the largest collections of Victorian and early 20th Century structures in the Western United States.

The combined effects of the natural aging process, harsh northcoast weather, and inadequate maintenance due to low incomes has left much of Eureka's housing stock in need of major rehabilitation.





In 1975, a housing conditions survey was conducted in the City of Eureka in connection with the preparation of Eureka's Housing Assistance Plan. In the survey structures were rated "good," "fair," or "poor." Structures evaluated as "poor" were those showing marked signs of deterioration, those appearing structurally unsound, having sagging rooflines, large cracks in stucco or wood or concrete surfaces, and those showing a total lack of landscape maintenance. According to the survey, 2,335 units, or approximately 25 percent of the City's total housing stock, were in poor condition.

In 1981, in connection with the updated housing element, the Eureka Department of Community Development estimated that 2,786 units, or about 26 percent of the City's housing stock, were substandard. According to that estimate, 20 percent of these were owner-occupied and the rest were rental units. While a significant number of Eureka's housing units were then and still are substandard, the 1981 estimate probably overstated the extent of the problem. An aggressive City of Eureka housing rehabilitation program during the last eight years has also improved housing conditions, particularly for rental units.

In May 1984, Eureka's Department of Community Development conducted a limited housing conditions survey. Based on this survey, the Community Development staff estimates that approximately 20 percent of Eureka's housing stock, or 2,216 units, is presently substandard. An estimated 100 of these units are beyond repair and should be demolished.

The May 1984 survey focused particularly on four areas: the Bridge District and the Harrison and Myrtle area within the Franklin Neighborhood Planning Unit, the Core Area, and the western portion of the Jefferson Neighborhood Planning Unit. The results of the survey in these areas are summarized in Table 6. It should be noted that that survey results summarized in Table 6 cannot be construed as a representation of housing conditions citywide.

**TABLE 6**

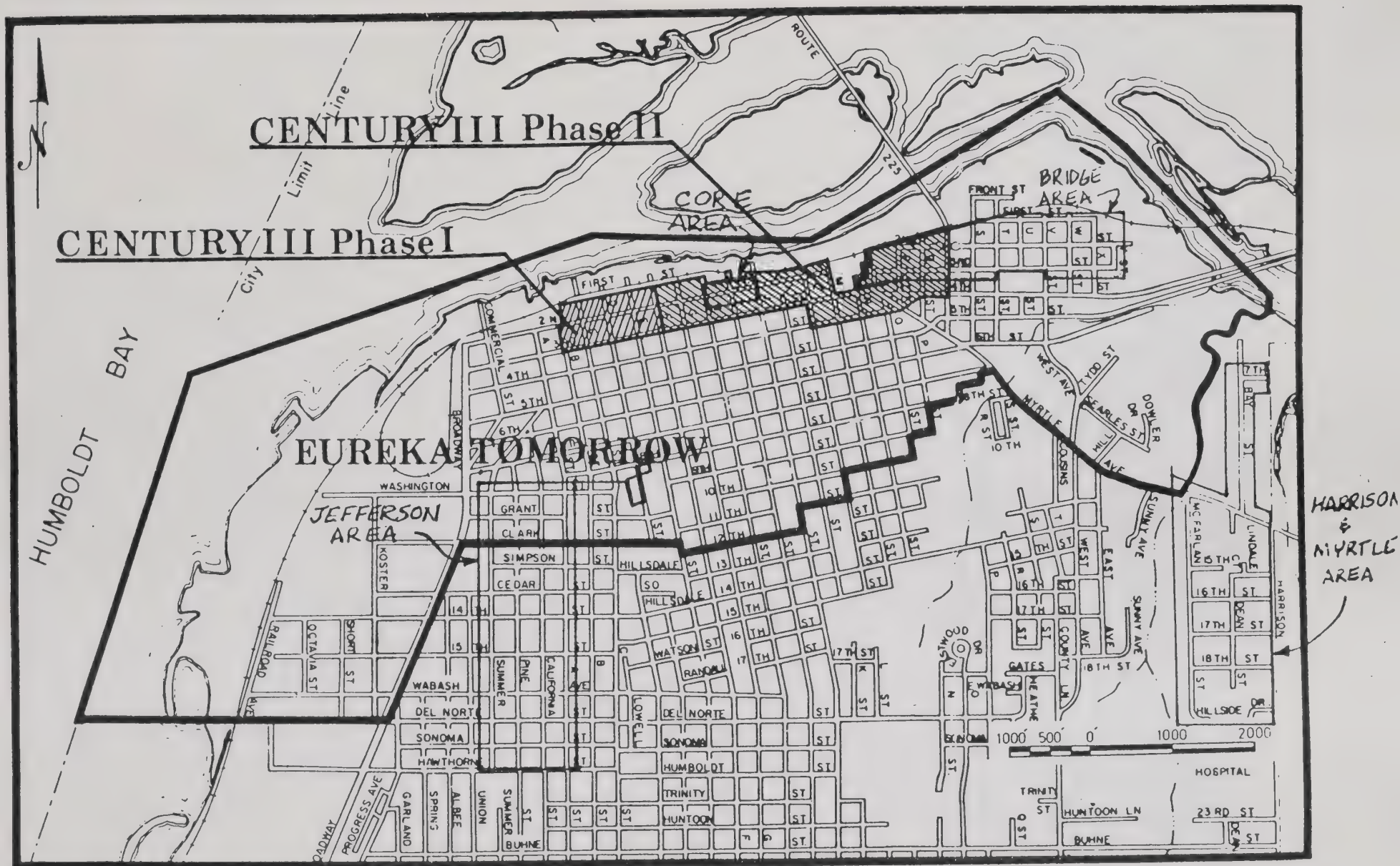
HOUSING CONDITIONS SURVEY OF SAMPLE AREAS  
May 1984  
City of Eureka

Area	Standard	Needing Rehabilitation	Beyond Repair	Total Units Surveyed
Bridge	114 (65%)	38 (22%)	22 (13%)	174
Core	9 (33%)	18 (67%)	0	27
Harrison/ Myrtle	229 (87%)	32 (12%)	1 (.4%)	262
Jefferson	<u>344</u> (75%)	<u>115</u> (25%)	<u>2</u> (.4%)	461
Total	696 (75%)	203 (22%)	25 (3%)	924

SOURCE: City of Eureka, Department of Community Development Survey  
(May 1984)



# HOUSING CONDITIONS SURVEY SAMPLE AREAS



## EUREKA REDEVELOPMENT AGENCY REDEVELOPMENT PROJECT AREAS





As in 1976 when the original housing conditions survey was conducted, the Jefferson area contains the highest percentage of substandard housing units and remains the area of greatest rehabilitation need. The Bridge District is a transitional neighborhood, with housing units interspersed among commercial establishments. Many of the units are non-conforming under the zoning ordinance. Among all areas in the City, the Bridge District probably contains the highest percentage of units that are beyond repair and should be demolished. The Core area, while still containing many units needing rehabilitation, shows marked improvement in overall housing conditions as a result of City- sponsored rehabilitation efforts over the last eight years.

The Birney and Lincoln Neighborhoods have moderate rehabilitation needs, while the Washington, Grant and Marshall Neighborhoods contain relatively few units needing rehabilitation.



### Housing Costs and Overpayment

In 1980 when the U.S. Census was conducted the median house value in Eureka was \$54,900 and homeowners were paying median monthly housing costs of \$297 (including mortgage, taxes, insurance and utilities). By comparison, the countywide figures were \$57,000 and \$331, and the statewide figures were \$84,700 and \$411, respectively. In 1980, the median monthly gross rent payment (including utilities) in Eureka was \$228, compared to \$234 in Humboldt County and \$283 in California.

In April 1984, the Eureka Department of Community Development staff conducted a survey of housing costs based on classified ads in the Eureka Times-Standard. The results of the survey are presented in Tables 7 and 9. It should be remembered that the information in Table 7 is based on the advertised "asking" price, not the actual sale price. Actual sale prices are probably 10 to 15 percent below advertised prices, particularly for higher priced homes.

**TABLE 7**

HOUSING COSTS (FOR SALE UNITS)<sup>1</sup>  
April 1984  
City of Eureka

<u>2 Bedroom</u>	<u>3 Bedroom</u>	<u>4 Bedroom</u>
\$53,300	\$76,900	\$108,100

<sup>1</sup> All figures are median prices.

SOURCE: City of Eureka Department of Community Development Survey,  
April 1984

The Humboldt County Board of Realtors' April 1984 summary of listings showed slightly higher asking prices for homes countywide than the City's survey showed for Eureka. The average sale price for all single-family dwellings sold between January and April 1984 was \$64,026. However, it should be noted that the Board of Realtors uses average prices where the City survey used median prices, so that, strictly speaking, the figures are not directly comparable.





TABLE 8

AVERAGE ASKING PRICE OF CURRENT RESIDENTIAL LISTINGS  
 April 25, 1984  
 Humboldt County

Size of Unit	Number of Listings	Average Price
1 Bedroom or less	24	\$ 42,825
2 Bedrooms	186	\$ 64,909
3 Bedrooms	445	\$ 89,171
4 Bedrooms	114	\$105,148
5 Bedrooms or more	<u>19</u>	<u>97,847</u>
Total	788	\$ 84,553

SOURCE: Humboldt County Board of Realtors, Current Market Analysis,  
 April 25, 1984

Table 9 summarizes the results of the City's survey of classified ads for houses and apartments for rent.

TABLE 9

RENTAL PRICES  
 April 1984  
 City of Eureka

Houses For Rent<sup>1</sup>

<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>	<u>4 Bedroom</u>	<u>5 Bedroom</u>
\$265 per mo.	\$385 per mo.	\$490 per mo.	\$495 per mo.	\$550 per mo.

Apartments For Rent<sup>1</sup>

<u>Studio</u>	<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>
\$195 per mo.	\$241 per mo.	\$288 per mo.	\$425 per mo.

<sup>1</sup> Most listings do not include utilities.

SOURCE: City of Eureka, Department of Community Development Survey,  
 April 1984



Twenty-five percent (25%) is the limit generally set by government agencies on the proportion of its monthly income a household should reasonably pay for housing. In the current housing market, this standard places home ownership of the traditional single-family home beyond the reach of the majority of Eureka residents, as discussed later in this report. Even at 30 percent, the figure now being used by HUD and a few governmental agencies, homeownership remains a distant goal for most Eureka households.

According to the 1980 Census, 53 percent of all renter households were paying more than 25 percent of their income for housing, while only 19 percent of all homeowner households were paying more than 25 percent. Naturally, the problem for low-income households is more acute.

According to the 1980 Census, the 1979 median household income in Humboldt County was \$13,679 (for the purpose of analyzing overpayment, the County's median income is used instead of Eureka's). This placed the upper limit of low income (80% or less of median income) at \$10,943. According to the Census, 490 lower income homeowner households in the City of Eureka were spending more than 25 percent of their income for housing, and 1,882 lower-income renter households were spending more than 25 percent of their income for housing.

With the construction and rehabilitation of a substantial number of subsidized units since 1980, there is reason to believe that the affordability picture has improved somewhat for lower income households over what the 1980 figures suggest.





## HOUSING NEEDS

Under the housing element requirement, housing needs are defined in three categories: existing needs, projected needs over a five year period, and special needs. Previous sections of this report identified existing needs. In summary, they include:

- o Overcrowding (1980)
  - 94 overcrowded, owner-occupied units (1.7%)
  - 172 overcrowded, renter-occupied units (3.7%)
- o Substandard Units (1984)
  - 2,116 units needing rehabilitation (19.1%)
  - 100 units beyond repair and needing to be replaced (.9%)
- o Overpayment (1980)
  - 490 lower income, homeowner households
  - 1,882 lower income, renter households

Projected housing needs are the total additional housing units required to adequately house a jurisdiction's projected population in five years in units that are affordable, in standard condition, and not overcrowded. Projected housing needs therefore include the needs of the existing population as well as the needs of the additional households expected to reside in the jurisdiction five years hence.

Special housing needs focus on the needs of subgroups within the population with special housing requirements such as the elderly, the handicapped, large families, and households headed by single females.

### Eureka's Share of Projected Regional Needs

To assist local governments in Humboldt County in making projections of future housing needs, the California Department of Housing and Community Development (HCD) prepared a regional housing needs plan covering the period 1983 to 1989, and extended to 1990. The purpose of the plan is to examine housing needs across jurisdictional boundaries and allocate to each local government responsibility for planning to meet those needs.

The plan, which appears as Appendix A, actually contains two forms of projections. The first is a projection of the number and distribution of households among income groups (i.e., very low, other low, moderate and above moderate income) for the years 1989 and 1990. These projections should be used as guidelines to ensure that housing policies and programs focus on providing a mix of housing types to meet the needs of all economic segments of the community.



TABLE 10

EXISTING AND PROJECTED HOUSEHOLDS BY INCOME GROUPS<sup>1</sup>  
 1983, 1984, 1989, 1990  
 City of Eureka

Income Group	Households (and Percentage)				Revised <sup>2</sup> 1990
	1983	1984	1989	1990	
Very Low	2,778 (27%)	2,810 (27%)	2,615 (24%)	2,631 (24%)	2960 (27%)
Other Low	1,543 (15%)	1,561 (15%)	1,525 (14%)	1,535 (14%)	1645 (15%)
Moderate	2,572 (25%)	2,602 (25%)	2,615 (24%)	2,632 (24%)	2741 (25%)
Above Moderate	<u>3,396</u> (33%)	<u>3,434</u> (33%)	<u>4,140</u> (38%)	<u>4,166</u> (38%)	<u>3618</u> (33%)
Total	10,289	10,407	10,895	10,964	10,964

<sup>1</sup> 1983, 1989, and 1990 figures were developed by the California Department of Housing and Community Development; the 1984 estimate of total households was provided by the California Department of Finance.

<sup>2</sup> Revised 1990 household projections are based on the assumption that the distribution of households by income will be the same as the 1983 distribution.

SOURCES: California Department of Housing and Community Development,  
 Humboldt County Regional Housing Needs Plan, March 23, 1984.  
 California Department of Finance

As Table 10 indicates, HCD projects the number of lower income households (i.e., "very low" and "other low") to decline by 205 households between 1984 and 1990, while moderate income households are expected to increase by 30 households and above moderate income households are expected to increase by 732 households. It should be noted that these are not simple statistical projections indicating an improved economy for the City of Eureka, but policy projections attempting to shift some of the responsibility for housing lower income households from Eureka to the County. Since it is unlikely that the redistribution of lower income households suggested by HCD will occur, the City of Eureka has assumed for planning purposes that the household income distribution for Eureka will remain unchanged over the 1983 to 1990 period. A revised distribution of households by income based on this assumption appears in the last column of Table 10.

The second type of projections are estimates, based on the total household projections, of the total number of new housing units that should be



constructed between 1983 and 1989, and between 1983 and 1990, to meet the needs of new households expected to reside in Eureka. According to the Humboldt County's Regional Housing Needs Plan, 878 units need to be built in Eureka between July 1, 1983 and January 1, 1989, or 998 units between 1983 and 1990. These figures, however, overstate projected needs for Eureka. In developing the regional housing needs plan, the Department of Housing and Community Development assumed that .4 percent of the housing stock is removed each year through demolitions, fires and conversions. Based on this removal rate, Eureka would be losing approximately 44 units per year. According to City records, demolition permits were issued for only 20 units over the three year period 1981 to 1983, for an annual removal rate of approximately seven (7) units.

Even allowing for the possibility that not all fire losses and conversions are recorded and the possibility that there might be an increase in annual demolitions, the removal rate over the next few years is unlikely to exceed 15 units per year. The City has therefore assumed a removal rate of .13% in revising the projected regional housing needs figures for Eureka.

Using the .13% removal rate in the formula used by the State in calculating regional needs, 611 new units should be constructed over the six year period 1983-1989 to meet the needs of the City's projected new households, compared to the 878 units projected by HCD.

Again using the revised removal rate in HCD's formula, 703 new units would have to be constructed in Eureka over the six full year period 1984 to 1990 (the projection period used in Eureka's housing element) to meet the needs of Eureka's projected new households. However, as shown in Table 2, the City reported 23 new units and three (3) demolitions between January 1 and May 31 of 1984, bringing projected need down to 683 units.

#### Eureka's Projected New Construction Needs

Table 11 summarizes Eureka's total projected needs by income groups for new construction to accommodate both expected growth and existing deficiencies.





TABLE 11

PROJECTED TOTAL NEW CONSTRUCTION NEEDS  
1984-1990<sup>1</sup>  
City of Eureka

	Number of Units <sup>2</sup>
Very Low	197
Other Low	109
Moderate	182
Above Moderate	<u>240</u>
Total	728

<sup>1</sup> July 1, 1984 to January 1, 1990

<sup>2</sup> Units allocated to income groups according to the distribution shown under "Revised 1990" in Table 10.

Table 11 assumes that 55 (10 per year x 5 1/2 years) of the existing units beyond repair will be among the 15 units removed each year from the housing stock due to demolitions, fires and conversions. This means an additional 45 units will be needed to replace the 45 existing units beyond repair (100 existing units - 55 units removed = 45 units).

### Special Needs

Beyond the general housing needs documented in previous sections of this report, State law requires that the housing element include an assessment of the housing needs of special groups within the community, including those of the handicapped, elderly, large families, and families with female heads of households.

Many handicapped individuals need housing with special access and design features. According to a 1981 estimate by the California State Department of Rehabilitation, there are 8,770 persons between the ages of 16 and 64 in Humboldt County with some kind of disability. Of these, 3,760 persons have muscular or skeletal problems and as a consequence may encounter difficulties in dealing with architectural barriers in residential units. Of this latter group, approximately 827 reside in the City of Eureka. According to staff of the Humboldt Access Project, the demand for handicapped accessible units in the County is well beyond what can presently be met.



In 1980, 3,248 persons, or 13 percent of the City's population, was 65 years or older (statewide the figure is 10 percent). Two-hundred and five (205) persons 65 years and older lived in group quarters, 65 lived in households with unrelated individuals, and 1,806 lived with family members, and 1,172 lived alone. Construction in 1981 of the HUD Section 202 financed, 152-unit-Silvercrest Senior Citizens Housing Project in Eureka and the development of a similar facility in McKinleyville has met much of the need for senior citizen housing ~~needs~~ in the area. Silvercrest presently (June 1984) has an active waiting list of only 20.

In 1980, according to the Census, 759 households with children and 313 households without children were headed by females. Many families headed by females have lower incomes and have difficulty finding affordable housing.

There were 731 households in Eureka in 1980 with five or more individuals. This amounted to approximately seven percent of Eureka's households. By comparison, 930 dwelling units in Eureka had four or more bedrooms. The Census statistics do not reveal whether large families are well matched with these larger units or living in overcrowded conditions. Standard Management Company of Eureka reports that local demand for units with three or more bedrooms is not being met.

## AVAILABILITY OF LAND AND SERVICES FOR RESIDENTIAL DEVELOPMENT

### Residential Zoning

The City of Eureka is 10,312 acres in area. 2,802 gross acres are presently zoned for exclusive residential use (RS-6,000, RM-2,500, and RM-1,000), 84 acres are zoned for office and multi-family residential uses (OR), 56 acres are zoned for hospital and medical uses (HM), 604 are zoned for commercial uses (CN, CP, CC, CW, and CS), and 774 acres are zoned for industrial uses (ML and MG). The balance of the area is zoned for miscellaneous uses (A, P, and S). Table 12 shows the amount of land zoned in each of the four major residential zoning districts (RS-6,000, RM-2,500, RM-1,000 and OR) and summarizes the basic development standards for each zone.

Beside the four principal residential zones, the HM (Hospital-Medical) District allows residential development subject to the standards for the RM-1,000 District. Residential uses, subject to RM-1,000 District standards, are also allowed in the CN (Neighborhood Commercial), the CC (Central Commercial) and CW (Waterfront Commercial) Districts. Mobilehome parks are allowed only by use permit in the ML (Limited Industrial) and CS (Service Commercial) Districts.





TABLE 10

## EUREKA RESIDENTIAL ZONES

Zone	Description	Total <sup>1</sup> Acres	Allowable Housing Types					Development Standards		
			Single Family	Multi Family	Mobile Homes	MH Park	Other	Minimum Lot Size	Minimum Site per DU	Floor Area Limit
RS- 6,000	One-Family	2,069	P					6,000sf	6,000sf	50%
RM- 2,500	Multi-Family	319	P	P			p <sup>2</sup>	6,000sf	2,500sf	50%
RM- 1,000	Multi-Family	414	P	P		C	p <sup>2</sup>	6,000sf 4 DU + 1,000sf additional	6,000sf/	100%
	Office and Multi-Family	84	P	P			p <sup>2</sup>	6,000sf	1,000sf	250%
PD	Planned Unit Combining District		C	C		C		3 acres	per base zone regulations <sup>3</sup>	

P = Permitted by right

C = Permitted by conditional use permit

<sup>1</sup> 1984 estimate by the Eureka Department of Community Development<sup>2</sup> Lodging houses permitted<sup>3</sup> 10% density increase allowed



Vacant Land

Eureka is almost fully developed and has little remaining vacant land. In connection with the updating of the housing element, Eureka's Community Development Department staff updated a 1976 vacant land inventory using aerial photos. The results of that survey are shown in Table 13.

**TABLE 13**

VACANT LAND AND DWELLING UNIT CAPACITY  
1984  
City of Eureka

Zoning District	Density Maximum	Acres of Vacant Land	Potential <sup>1</sup> Dwelling Units
CC		0.0	---
CN		1.0	---
CP		1.0	---
CS		35.0	---
CW		4.0	---
HM		11.0	---
ML		19.4	---
MG		104.0	---
RS-6000	( <b>7</b> du/net ac)	104.4	438
RM-2500	( <b>16</b> du/net ac)	9.4	90
RM-1000	( <b>36</b> du/net ac)	16.1	348
OR	(36 du/net ac)	<u>1.1</u>	<u>24</u>
		306.5 (131 residential)	900

<sup>1</sup> Calculation of potential number of dwelling units based on maximum number of units allowed by zoning x 60 percent of total acreage in the zone.

SOURCE: City of Eureka; Department of Community Development Survey (June 1984)



According to Table 13, 900 dwelling units could be developed on Eureka's remaining vacant parcels. Physically, this vacant acreage can accommodate the projected new construction needs of 728 units indicated in Table 11. Most of this vacant land is made up of small lots scattered throughout the community, and there are few subdividable parcels. As a practical matter, some of this land will not be offered for sale and the high costs of land within the City will limit the kinds of housing that can be built. This suggests that the City should be considering increasing densities within selected areas to promote development of low and moderate income housing.

Beyond the vacant residentially zoned land, there is some vacant commercially and industrially zoned land. While mixed use development in commercial zones is a possibility under the City's zoning regulations, particularly in the Core Area, vacant industrially zoned land, because of its location, offers little or no potential for residential development.

### Surplus Land

Beside privately held vacant and underutilized land, land owned, but no longer needed, by public agencies represents an opportunity for helping meet the projected new construction needs of the community. State law generally supports the use of government-owned, surplus land for residential use, particularly for housing for low and moderate income families.

All state and local agencies owning land in Eureka were contacted regarding the availability of surplus land. Both Caltrans and State General Services indicated they have no surplus land. It should be noted that Caltrans owns vacant land that has been acquired for the Highway 101 bypass. Should the bypass not be constructed, some of this land may be declared surplus. But this possibility is well beyond the five year time horizon of the housing element.

The County of Humboldt owns one vacant five acre parcel behind General Hospital on Harrison Avenue in an area zoned H-M (Hospital-Medical). Three acres may have to be used for environmental mitigation, but the remaining two acres are uncommitted to any future use. At this time, the City of Eureka currently has no surplus land, although it is presently reviewing all its land holdings. The Humboldt Bay Harbor District has no vacant land.

The Eureka City School District has vacated three school sites in recent years, including Franklin and Lincoln Elementary Schools and Jacobs Junior High School. All three schools are presently being used for other purposes. Franklin School occupies a 6.2 acre site and is presently being used as administrative offices by County Superintendent of Schools. The Lincoln School is located on a 3.8 acre site and is presently leased to the Church of the Highlands and the Mistwood Early Education Center. Jacobs Junior High School has a 14.3 acre site and is currently being used for a continuing education program and by various community groups. There are no immediate plans for the vacation of any of the three facilities.





### Services for Residential Development

With the exception of minor deficiencies, Eureka's present infrastructure can easily accommodate projected residential development through 1990. Because Eureka is a well-established and almost completely built-out city, its street system is virtually complete and adequate for the needs of all new residential development.

Water is supplied to Eureka's municipal system by the Humboldt Bay Municipal Water District. The system can divert 75 million gallons per day (MGD) from the Mad River. The City of Eureka has a contract with the Humboldt Bay Water District for 8 MGD. Current City use is 3 1/2 MGD, but peak summer use can reach 5 1/2 to 6 MGD. Eureka's present contract with HBWD provides an adequate supply of water for all future anticipated residential development.

The City of Eureka owns and operates its own sewage system. The City has just completed construction of a new regional treatment plant that has the capacity to serve projected growth in its service area for the indefinite future.



## GOVERNMENTAL CONSTRAINTS

While local governments have little influence on such market factors as interest rates, their policies and regulations do constrain the free operation of the housing market. For the most part, local regulations play a legitimate role in protecting the public's health, safety and welfare. In some cases, however, local regulations may restrict the operation of the housing market unnecessarily. Examination of the local regulatory structure can highlight those areas of "excessive" regulations where steps can be taken to remove or minimize obstacles to residential development.

### Local Land Use Regulation

Discretionary control over land use is exercised through the Eureka General Plan adopted in 1977, the zoning ordinance and other implementing ordinances. The City has also created a redevelopment agency which controls development through a redevelopment plan for a 960 acre area. Additionally, approximately 1,500 acres of land lies within the coastal zone and will be subject to the requirements of the local coastal program upon its anticipated adoption in mid-1984.

In general, the development standards contained in Eureka's zoning and subdivision ordinances do not operate as constraints on development. However, as Table 13 makes clear, there is little vacant land with appropriate zoning within the City available for residential development. As pointed out earlier, this suggests the City should be considering rezoning some areas for higher density residential uses. In addition, the City could be more aggressive in promoting second unit development, in offering density bonuses, and in encouraging mobilehome development, although high land prices in Eureka make the prospect of new mobilehome development unlikely.

### Building and Housing Codes

Building and housing codes establish minimum standards and specifications for structural soundness, safety and occupancy. The State Housing Law requires cities and counties to adopt minimum housing standards based on industry uniform codes. In addition to meeting the requirements of State Housing Law, local governments enforce other state requirements, including requirements for fire safety, noise insulation, soils reports, earthquake protection, energy conservation, and access for the physically handicapped.

As of June 1984, the City was fully implementing the most recent editions of the uniform codes and other state regulations as required by law. The City expects to adopt updated versions of the Uniform Building Code and uniform mechanical, electrical and plumbing codes by fall 1984. In adopting the uniform codes the City has not made any modifications which would work a hardship on housing development.





### Local Permit Processing Fees

State law requires that local permit processing fees charged by local governments must not exceed the estimated actual cost of processing the permits. Table 14 lists the fees currently (June 1984) charged by the City for processing various land use permits. A 1983 City staff survey of processing fees charged by Arcata, Fortuna and Humboldt County revealed that Eureka's fees are less than half the average of the fees charged by these other jurisdictions. Based on the results of the study, the City Council has been considering increasing development permit fees. But, even under the new schedule being considered, Eureka's fees would be lower than the average fees charged by neighboring communities.



**TABLE 14**

PERMIT PROCESSING FEES  
June 1983  
City of Eureka

<u>Permit</u>	<u>Fee</u>
General Plan Amendment	\$100
Zoning Reclassification	\$ 50
Conditional Use Permit	\$ 35
Variance	\$ 25 + \$10 each additional
Design Review	\$ 5
Appeals	\$ 50
Environmental Impact Report	\$100 + outside costs
Initial Study/Neg. Dec.	\$ 25
Mitigated Neg. Dec.	\$ 50
Other Environmental Document	\$ 10 Notice of Exemption
Tentative Subdivision Map	\$ 25 each for first 4 \$ 10 each additional
Final Map	\$ 25
Parcel Map	\$ 25/lot
Lot Line Adjustment	\$ 25
Parcel Merger	0
Annexation	0
Street/Alley Abandonment	0
Zoning Permit	0
Home Occupation Permit	0



### Permit Processing

Due to the depressed economy, permit activity in the early 1980s has been well below historical levels for Eureka. Those few applications received by the Department of Community Development are processed as expeditiously as possible, in most cases within the shortest time possible, given public notice requirements and the meeting schedules of the Planning Commission and City Council. Table 15 shows processing times for various land use permits in the City of Eureka.

**TABLE 15**

PERMIT PROCESSING TIME  
1984  
City of Eureka

	<u>Time Needed</u>
<u>Outside Coastal Zone</u>	
Building Permits	5 days
Subdivisions & Use Permits	12 weeks
CEQA exempt or Negative Declaration without Responsible Agency	2 weeks
Mitigated Negative Declaration or with Responsible Agency	2-3 weeks
General Plan Amendments & Rezoning	16-24 weeks
<u>In Coastal Zone (Post Certification)<sup>1</sup></u>	
Building Permits or Architectural Review	
Appealable to Coastal Commission	4-6 weeks
Not Appealable to Coastal Commission	1-2 weeks
Subdivisions and Use Permits	10-12 weeks
General Plan Amendment or Rezoning	20-24 weeks

<sup>1</sup> Certification of Eureka's LCP by the Coastal Commission is expected by the end of 1984.





### Residential Development Fees

Like virtually every other community, the City of Eureka requires street and drainage improvements in connection with subdivision developments. In addition the City charges connection and construction fees for new sewer and water service. For sewer service, the City charges for actual construction costs plus 20 percent overhead for extending a sewer line from the sewer main to the property line. In April 1984, the City increased its sewer connection charge from \$500 to \$2000 to cover the cost of amortizing the bonds for the City's new treatment plant.

As with sewer service, the City charges both installation and connection fees for water service. For a typical, single-family dwelling the combined charges run \$975 (three-quarter inch line). For a multi-family development of four to six units, the combined charges run \$1877.50 (one inch line), and for a multi-family development of eight or more units, \$3550 (one and one-half inch line).



## NON-GOVERNMENTAL CONSTRAINTS

Non-governmental constraints are those factors limiting the availability of affordable housing over which local government has little or no control. State law requires that the housing element contain a general assessment of these constraints as a basis for possible actions by the local government to offset the effects of these constraints. The two principal types of non-governmental constraints are new housing cost components and the availability and cost of permanent financing.

Table 16 profiles development costs for a typical, new three bedroom home in Eureka. The discussion of development costs, and later, financing costs, is limited to the typical single-family home, because, despite changes in demographics and consumer preferences in recent years, single-family home ownership is still a major objective of most families in California. Consequently, the cost of a new single-family home serves as the benchmark in decisions by consumers about what they are willing to pay for different kinds of housing.

**TABLE 16**

HOUSING COST COMPONENTS<sup>1</sup>  
Typical Three Bedroom Home (1500 sq.ft.)  
1984  
City of Eureka

Land	\$20,000
Sewer/Water Installation and and Connection Fees	4,000
Building Permit Fees	850
Construction Costs (including financing)	67,500
Total	<hr/> \$92,350

<sup>1</sup> Does not include developer profit.

SOURCE: City of Eureka, Department of Community Development

Demand for Eureka's relatively scarce land has bid the price of a single-family zoned lot up to \$20,000 - \$24,000. While City zoning plays a part in limiting residential land supply, it should be noted that the cost of a single-family zoned lot in the Cutten area in the unincorporated County, is virtually the same as it is in Eureka.





Approximately half the total charges for sewer and water services consist of the cost of amortizing bonds for the City of Eureka's new sewer treatment plant.

Building permit fees are based on the Uniform Building Code schedule and actual construction costs in Eureka are very close to the state average.

Interest rates for permanent financing have been the most erratic and problematic component of total housing costs for homeowners and would-be homeowners in recent years. Interest rates have fluctuated over the last ten years within a range from eight (8) percent to over 18 percent. The interest rate on the conventional, 30-year, fixed rate mortgage presently runs about 13 to 14 percent with loan origination fees of around 2 1/2 percent plus \$250.

Because so many families have been unable to qualify for home loans at the higher interest rates, sellers, buyers and financial institutions have spawned a wide variety of new financing techniques, including mortgages with balloon payments, graduated payments, appreciating equity and adjustable interest rates. Presently, the rates for adjustable interest mortgages running 10 to 12 1/2 percent with a three to six percent cap on rate adjustments and a loan fee of one to three percent plus \$200.

Table 17 shows what monthly payments would be at different interest rates. Taxes, insurance and utilities would amount to an additional \$200 to \$300 per month.

**TABLE 17**

**MONTHLY MORTGAGE PAYMENTS\***

Interest Rate	(Loan Amount)					
	\$50,000	\$60,000	\$70,000	\$80,000	\$90,000	\$100,000
16%	\$672.28	\$806.85	\$941.33	\$1075.81	\$1210.28	\$1344.76
15%	632.22	785.67	885.11	1011.56	1138.00	1264.44
14%	592.44	710.92	829.41	947.90	1066.38	1184.87
13%	553.10	663.72	774.34	884.96	995.58	1106.20
12%	514.31	617.17	720.03	822.89	925.75	1028.61
11%	476.16	571.39	666.63	761.86	857.09	952.32
10%	438.79	526.54	614.30	702.06	789.81	877.57

\*Based on 30 year fixed-rate mortgage, including principal and interest.

SOURCE: Statewide City Mortgage



Using these figures, a typical single-family home in Eureka purchased for \$75,000 with a 20 percent down, 13 percent fixed rate, 30 year mortgage would cost approximately \$800 per month to own and operate. Using the 25 percent of income-housing cost criterion mentioned earlier in this report, the household in this situation should have annual income of \$38,000. At 30%, the household should have an annual income of approximately \$32,000. In fact, the 1984 median household income is \$18,960.

While homeownership remains out of the reach of most Eureka households, rents in Eureka remain relatively affordable.



## COASTAL HOUSING

In 1981 when housing policies were deleted from the Coastal Act, new coastal housing requirements were added to the Government Code (SB 626 (Mello)). These provisions generally require that housing units for low and moderate incomes be provided whenever possible, be protected where they currently exist, and be replaced when demolished. The updated housing element must by law discuss the jurisdiction's progress in implementing the coastal housing requirements. The coastal housing requirements are also important to Eureka's housing element program because they mandate specific City actions that would contribute to meeting Eureka's projected housing needs.

There are two major parts to the coastal housing requirements: one for the provision of low and moderate income housing units in new developments; and one for the protection and replacement of existing housing units occupied by low or moderate income individuals.

### New Construction

Whenever a developer constructs a residential project within the coastal zone, the local government must require the developer to provide, if feasible, a certain percentage of the units for low or moderate income households. This feasibility determination can be made on a case-by-case basis or by adopting general guidelines that establish a rebuttable presumption concerning feasibility of providing affordable units in coastal housing projects.

It is up to each local government to decide what percentage of the units in coastal projects can be feasibly developed for low and moderate income households depending on the type and size of the project.

If the lower and moderate income units cannot be physically accommodated on the project site, they can be provided elsewhere within the same city or county, either within the coastal zone or within three miles of the coastal zone.

As an alternative to adopting general feasibility guidelines or making feasibility findings on a case-by-case basis, local governments can adopt an ordinance of their own design that would accomplish at least as much in terms of providing new affordable units. An advantage to this approach is that the local ordinance is less subject than the feasibility findings to legal challenge because of the procedure by which it is adopted.

### Demolitions and Conversions

The second part of the coastal housing requirements establish the general rule that conversion or demolition of existing residential dwellings occupied by low or moderate income persons or families will not be allowed unless provision is made for the replacement of those units. Another part of the statute modifies this basic rule by requiring replacement units only if feasible, where:





- 1) The existing units are located in a structure with only one or two units, or in a complex of buildings with ten or fewer units.
- 2) The existing units are to be replaced by a "coastal-dependent" or "coastal-related" use that is consistent with an adopted LCP.
- 3) There are less than 50 acres of privately owned, vacant land available for residential use within the coastal zone within the jurisdiction.
- 4) A community has an in-lieu fee housing program through which fees on coastal projects would achieve equivalent results.

While the basic replacement rule requires one for one replacement, the feasibility standard applicable under the four exceptions would require only as much replacement housing be provided as is feasible. City sponsored housing units, if they would have been provided anyway, cannot be used as replacement units to meet the requirements of the law.

\* \* \*

These coastal housing requirements were designed primarily for Southern California coastal conditions and seem ill-suited to conditions in Eureka's coastal zone. Nonetheless, Eureka must establish procedures to implement these requirements.

Since the coastal housing requirements went into effect January 1, 1982, there have been no new housing projects constructed in Eureka's coastal zone, although a substantial number of units have been rehabilitated.

Since January 1, 1982, only two units within the coastal zone have been demolished. One was a unit of an apartment house on 2nd Street and the other was a single-family unit on Tydd Street. Neither unit was replaced, and doubtless replacement would have been infeasible.



## RESIDENTIAL ENERGY CONSERVATION

The State requires local governments to implement energy conservation standards for all new residential development. Under these requirements, every new residential building constructed must meet very rigorous building standards for heat gain and heat loss. Thus, the State has largely preempted the authority of local governments to regulate building construction with respect to energy conservation.

Because there is little raw, subdividable land in Eureka--most development occurs on existing lots--there is little opportunity for the City to require that new development patterns include energy conservation features and promote solar access.

Nonetheless, there is much that can be done and is being done in Eureka to promote the use of solar water heating and energy conservation retrofit of existing residential structures.

Use of solar panels for heating water is becoming increasingly popular in Humboldt County despite frequent coastal fog. According to Six Rivers Solar of Eureka, it costs approximately \$3,500 to install a solar water heating system to meet the needs of a typical three bedroom home in Eureka using about 100 gallons of water per day. Assuming a 20 percent fuel cost inflation rate and assuming the owner takes the State solar tax credit, the company estimates that such a system will pay for itself in six years.

In Eureka's climate, installing fairly simple energy conservation features--ceiling insulation, weather stripping, hot water heater insulation--in existing residences can mean significant savings on monthly heating bills. PG and E offers the "ZIP" weatherization program to customers in its service area. Through the "ZIP" program, a PG and E customer can finance up to \$3,500 in energy conservation measures at no interest. Redwood Community Action Agency offers federally-funded, free weatherization for low income households and administers the PG and E "ZIP" program for low income households. During FY 83-84, the Redwood Community Action Agency weatherized 770 units in Humboldt County, approximately 80 percent of which are in the City of Eureka.





## CURRENT AND PAST HOUSING PROGRAMS IN EUREKA

As part of a comprehensive revision of Eureka's General Plan in 1977, the City adopted the housing element that has served as the foundation document guiding local housing efforts to the present. In 1981, following the requirements of state law, the City updated the housing policies of the 1977 housing element and established quantified objectives for the period 1981-1984.

The 1981 revised housing element included the following policies:

1. To promote and assist the provision of adequate housing for all persons regardless of income, age, race, sex, creed, or natural origin.
2. To assist in the provision of extensive housing information and educational material.
3. To encourage development of and design excellence for both public and private residential development.
4. To encourage maximum community input relative to all elements of housing policies with all identifiable elements of the community.
5. To encourage redevelopment of the special study areas which should provide sites for higher residential densities reflecting adjacency of facilities and convenience.
6. To develop a dispersion of various categories such as low income families; this should be encouraged to permit the greatest participation of all elements in the community life.
7. The City should encourage and assist in the conservation, rehabilitation, maintenance and improvement of sound existing housing and residential neighborhoods so as to maintain and upgrade the environmental quality of life in the neighborhoods.
8. The City should retain existing single family units insofar as practical while continuing to provide for a variety of housing types to meet the diversity of community needs.
9. All new housing should be developed to include suitable and adequate landscaping, open space, parks and recreation features and other design amenities within each neighborhoods.
10. The City should encourage development of a sufficient supply of housing with a wide range of housing types, prices and locations within the City.
11. Special attention should be given to the housing needs of the elderly.



The 1981 revised housing element also contained the following quantified objectives for the period 1981-1984:

Total Rehabilitation Assistance for Lower Income Homeowners	45-60
Total Rehabilitation Assistance for Lower Income Renters	60-90
Total New Construction Assistance for Lower Income Renters	<u>80-150</u>
Total Housing Assistance Goals	185-300

Since 1981, housing conditions in Eureka have generally improved and there is a better balance between housing supply and housing needs. These improvements are the result of several factors. First, the down-turn in the national economy and further decline in northcoast industries produced high unemployment in Humboldt County, discouraging in-migration and depressing demand for housing. In 1982, average annual unemployment in Humboldt County rose to 17 percent. During 1980-84, Eureka's population increased by only 456 persons.

Second, while market demand for housing was depressed, the public and private sectors continued to build housing, particularly for those groups with the greatest need. Between 1980 and 1984, Eureka's housing stock increased by 369 units, compared to only 456 new residents. As a consequence, significant gains were made in meeting the needs of low income households and the elderly, and housing prices, particularly for rentals, remained low compared to housing prices in most other areas of California.

This improved housing picture is attributable in no small measure to the City of Eureka's efforts.

The primary vehicle for City housing efforts has been the Eureka Residential Assistance Program (ERAP) under the direction of Eureka's Housing Advisory Board (HAB). The ERAP and HAB were created by the City Council in 1976 (at about the time the Housing Element of the General Plan was pending adoption) to provide an overall framework and direction for local housing activities. The HAB acts as a clearinghouse for ERAP programs and reviews grant and loan applications, while the City Council retains ultimate responsibility for authorizing programs. Beside City officials, the HAB includes members from a broad range of private and non-profit organizations concerned with housing.

The history of the HAB has been one of aggressive pursuit of outside funding opportunities and a creative use of federal, state and local funds.

The current ERAP includes three ongoing programs for residential repair and rehabilitation:



o HAB Deferred Loan Program

The Deferred Loan Program is designed to assist low income homeowners repair existing and incipient health and safety hazards and code violations and also allows for general improvements to be made to the property. The program provides a low interest rate loan of up to \$5,000, with monthly payments made at the option of the borrower (not required). The principal plus interest must be paid back in full at time of transfer of title to the property. Eligibility for the Deferred Loan Program is based upon homeowners income and ability to make monthly loan payments.

o HAB Major Rehabilitation Loan Program

The objective of this program is to bring residential structures, either owner-occupied or investor-owned, up to standard through the use of direct low interest loans or through an interest subsidy in conjunction with a conventional loan. Although there is no strict loan limit, the HAB attempts to maximize the total number of units rehabilitated by approving those loans that require low HAB funding per unit.

The two components of the program are:

Owner-occupied housing: this program component has been established to assist low and moderate income homeowners perform needed repairs to their property. The loan amount and terms may vary for each loan, depending upon the capacity of the borrower to repay the loan.

Residential and mixed use rental property: this program component is designed to upgrade rental units which could not be rehabilitated without some low-interest rate financing. The amount and terms of the loan will depend on the financial feasibility of the project, consistent with the program intent of providing the minimum program assistance necessary. Rental property owners typically are required to maintain residential rents at affordable levels.

o Home Repair Grant Program

Under this program, low-income applicants pay 100% of the materials cost for maintenance and minor carpentry, plumbing and/or electrical repairs and are charged for labor services on a sliding scale basis depending on the applicant's income level. Labor may be provided at as low as \$2.00/hour to the owners, with the City paying for the balance of the hourly labor cost up to a maximum grant of \$250.

Between 1976 and 1981, 36 multi-family units and 8 single-family units were rehabilitated with assistance from ERAP. Another 100 multi-family units and 11 single-family units were similarly assisted between 1981 and 1984. Funding sources for these rehabilitation efforts have included HUD Section





**APPENDIX A**

**HUMBOLDT COUNTY REGIONAL HOUSING NEEDS PLAN**



## DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Division of Research and Policy Development  
221 Tenth Street, 6M  
Sacramento, CA 95814-2774



262.03

March 23, 1984

RECEIVED  
MAR 26 1984HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

Mr. Spencer Clifton  
Humboldt County Association of Governments  
P.O. Box 158  
Eureka, CA 95504

Dear Mr. Clifton:

As you requested, enclosed are copies of the regional housing needs plan which we prepared for your County. The plans should be sent to your members for review and comment.

Local governments may send any comments they may have through you or directly to us, whichever you prefer. We have enclosed for your information a sample letter we used to transmit a plan to a local government. You may find it helpful in preparing your own local transmittal letter.

If you have any questions, please feel free to contact Don Crow of my staff at (916) 323-3185.

Sincerely,

A handwritten signature in cursive script that reads 'Nancy McKee'.

Nancy McKee, Chief  
Division of Research and Policy Development

Enclosures

NM/DC/kb





## HUMBOLDT COUNTY HOUSING NEEDS PLAN

### THE PLAN

This housing needs plan for Humboldt County has been prepared by the State Department of Housing and Community Development (HCD) in order to assist Humboldt County and the seven cities in the County in meeting the requirements of AB 2853 of 1980. The Department prepared this plan at the request of the Humboldt County Association of Governments.

The purpose of a regional housing needs plan is to examine housing needs in a geographical area and to allocate a share of the projected regional need to each local government. Those jurisdictions then have the responsibility for planning, in their housing elements, to meet those needs.

Humboldt County has been divided by HCD into two housing market areas: the North County Market Area and the South County Market Area. The North County Market Area is divided into five parts: Arcata, Blue Lake, Eureka, Trinidad, and the balance of the area (called North County Unincorporated). The South County Market Area consists of Ferndale, Fortuna, Rio Dell, and the balance of the area (called South County Unincorporated). The dividing line between the North and South County areas is the southern boundary line of the Arcata and Eureka Census County Divisions as designated by the U.S. Census Bureau (see map). (This line is also the southern boundary line of census tracts 12, 106 and 107). While there is some commuting between the South County and the Eureka-Arcata area, it is not considered extensive enough to establish the South County as a separate housing market area for the purposes of this plan.



The levels of household growth and construction need contained in this plan may be considered as minimum growth needs. Nothing in this plan should be taken to mean that a local government may not plan for more households than shown.

#### METHODOLOGY

This plan is for the period January 1, 1983 to July 1, 1989. For jurisdictions which prefer to prepare housing element updates to 1990, figures have also been included for July 1, 1990. The plan includes estimated and projected households, by income group, for those dates. The January 1, 1983 household estimates were prepared by HCD based on State Department of Finance (DOF) estimates. The July 1, 1989 and July 1, 1990 household projections were developed by HCD based on DOF projections\* for county population growth. Each area's share of the countywide growth is based on the assumption that there will be a continuation of the household growth patterns that occurred between 1980 and 1983. Annexations of inhabited areas were taken into account in establishing growth rates during that period.

Four income groups are used in this plan. They are: Very Low, Other Lower, Moderate, and Above Moderate. Definitions for these terms are given in Attachment 1.

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\* Department of Finance, Population Research Unit, Report 83-P-1, Projected Total Population of California Counties: July 1, 1980 to July 1, 2020; September 1983.



HCD used U.S. Census data to estimate the number of households in each income group in 1983. The estimates are based on the assumption that the income distributions in the 1980 Census remain applicable in 1983.

The 1989 and 1990 income group allocations are based on a "modified same share plan" for each market area. In a "same share plan" (unmodified), each local government in the market area is assigned planning responsibility for the same percentages of households in each income group at the end of the plan. This allocation policy is based on: (1) the existence of equal access to employment opportunities throughout the market area; and, (2) the assumption that all of the local governments are in other respects equally suitable locations for households at all income levels. These conditions do not apply to all parts of the County, principally because some areas are particularly attractive to the elderly and because of a large college student population. Both of these groups are predominantly low income.

In the North County Market Area, the Trinidad allocations for 1989 and 1990 were adjusted because of the high percentage of elderly households. The Trinidad allocations for very low income were adjusted upward from the North County average by 5%. Similar 5% and 3% adjustments were made in the Arcata and Blue Lake 1989 and 1990 allocations to reflect the college student population.

The 1989 and 1990 income group allocations for Eureka and the North County Unincorporated Area represent the same percentage shares of the remaining households in the North County Area.





In the South County Market Area, only slight adjustments were made from the market area percentages. The South County Unincorporated figures were slightly adjusted to reflect the income characteristics of the southernmost area of the County, which is largely an independent area.

The effect of the income group allocations is to broaden opportunities for all income groups throughout the County.

Basic housing construction needs for the planning period have been calculated by HCD for each area of the county using the methodology contained in Attachment 2. Allowances for vacancies and normal market removals (torn down, destroyed by fire, etc.) are included. The ownership and renter factors used in the calculations were taken from the 1980 U.S. Census. The "other vacant" factors were based on 1980 Census data with adjustments for declines in vacancy rates since the Census. The annual removal allowance of .004 is an HCD estimate.

#### HOW TO USE THE PLAN IN PREPARING LOCAL HOUSING ELEMENTS

The principal uses of the plan are (1) in planning to accommodate the projected growth of the area; and, (2) in planning to provide opportunities for all income groups to have access to housing throughout each housing market area.

In addition to the income group estimates and allocations contained in the plan, the local housing element is to contain estimated affordability needs. This involves making estimates of the current number of lower income households which pay more than 25% of their income for housing. "Lower income" means the combined total of the "very low" and "other lower" income categories.



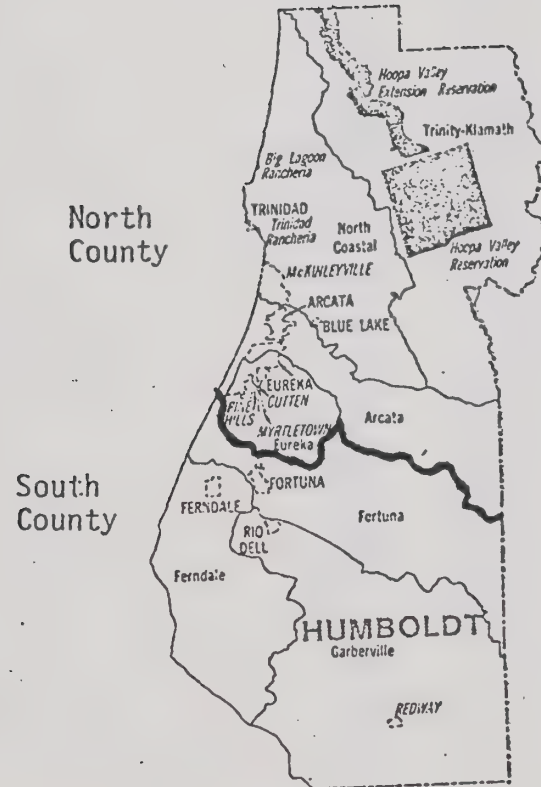
Other existing housing needs which are to be included in the local housing element, but which are not included in this plan include: estimates of overcrowding, estimates of the needs of special groups (such as the elderly and the handicapped), and estimates of units which are in substandard physical condition. The estimates of substandard units should include figures for both the units which need rehabilitation and those which are so substandard that they need to be removed.

The "basic construction needs" stated in the plan do not include allowances for construction needed to replace units which are beyond repair and/or are not economically feasible to repair. Units which are removed from the housing stock in the normal course of housing market activity (changes to commercial use, etc.) are not necessarily beyond repair. Consequently, the basic construction needs are to be supplemented by estimates of construction needed to replace housing units which are not suitable for rehabilitation.





# HUMBOLDT COUNTY





## HUMBOLDT COUNTY

Estimated Households on January 1, 1983 by Income Group

and

Projected Households on July 1, 1989 and July 1, 1990 with Income Group Allocations

Area	Income Group	Households			Percentages	
		1983	1989	1990	1983	1989/1990
NORTH COUNTY						
Arcata	Very Low	1,570	1,926	1,966	30	30
	Other Lower	838	1,027	1,049	16	16
	Moderate	1,151	1,412	1,442	22	22
	Above Moderate	1,675	2,054	2,097	32	32
	Total	5,234	6,419	6,554	100	100
Blue Lake	Very Low	154	141	143	33	28
	Other Lower	42	66	66	9	13
	Moderate	116	116	117	25	23
	Above Moderate	154	182	183	33	36
	Total	466	505	509	100	100
Eureka	Very Low	2,778	2,615	2,631	27	24
	Other Lower	1,543	1,525	1,535	15	14
	Moderate	2,572	2,615	2,632	25	24
	Above Moderate	3,396	4,140	4,166	33	38
	Total	10,289	10,895	10,964	100	100
Trinidad	Very Low	62	63	64	33	30
	Other Lower	24	27	27	13	13
	Moderate	48	50	51	26	24
	Above Moderate	52	69	70	28	33
	Total	186	209	212	100	100
North County Unincorporated	Very Low	3,537	4,252	4,296	22	24
	Other Lower	2,090	2,480	2,506	13	14
	Moderate	3,859	4,252	4,296	24	24
	Above Moderate	6,592	6,731	6,802	41	38
	Total	16,078	17,715	17,900	100	100
North County Total	Very Low	8,101	8,997	9,100	25	25
	Other Lower	4,537	5,125	5,183	14	14
	Moderate	7,746	8,445	8,538	24	24
	Above Moderate	11,869	13,176	13,318	37	37
	Total	32,253	35,743	36,139	100	100



## HUMBOLDT COUNTY

Estimated Households on January 1, 1983 by Income Group

and

Projected Households on July 1, 1989 and July 1, 1990 with Income Group Allocations

Area	Income Group	Households			Percentages	
		1983	1989	1990	1983	1989/1990
SOUTH COUNTY						
Ferndale	Very Low	163	168	169	28	26
	Other Lower	70	84	85	12	13
	Moderate	158	161	163	27	25
	Above Moderate	192	232	235	33	36
	Total	583	645	652	100	100
Fortuna	Very Low	690	906	917	23	26
	Other Lower	420	453	459	14	13
	Moderate	750	871	882	25	25
	Above Moderate	1,139	1,255	1,270	38	36
	Total	2,999	3,485	3,528	100	100
Rio Dell	Very Low	331	284	286	32	26
	Other Lower	134	142	143	13	13
	Moderate	238	273	275	23	25
	Above Moderate	331	393	395	32	36
	Total	1,034	1,092	1,099	100	100
South County Unincorporated	Very Low	1,749	1,841	1,855	30	30
	Other Lower	874	920	927	15	15
	Moderate	1,341	1,411	1,422	23	23
	Above Moderate	1,865	1,963	1,978	32	32
	Total	5,829	6,135	6,182	100	100
South County	Very Low	2,933	3,199	3,227	28	28
	Other Lower	1,498	1,599	1,614	14	14
	Moderate	2,487	2,716	2,742	24	24
	Above Moderate	3,527	3,843	3,878	34	34
	Total	10,445	11,357	11,461	100	100
COUNTY TOTAL	Very Low	10,975	12,196	12,327	26	26
	Other Lower	6,094	6,724	6,797	14	14
	Moderate	10,233	11,161	11,280	24	24
	Above Moderate	15,396	17,019	17,196	36	36
	Total	42,698	47,100	47,600	100	100





# HUMBOLDT COUNTY

## BASIC CONSTRUCTION NEEDS

<u>Area</u>	Construction Needed	
	<u>1/83 to 7/89</u>	<u>1/83 to 7/90</u>
NORTH COUNTY		
Arcata	1,447	1,617
Blue Lake	53	59
Eureka	878	998
Trinidad	33	37
North County Unincorporated	2,273	2,551
SOUTH COUNTY		
Ferndale	98	108
Fortuna	614	674
Rio Dell	88	105
South County Unincorporated	592	677
COUNTY TOTAL	6,076	6,526



## ATTACHMENT 1

### DEFINITIONS OF INCOME GROUPS

The definitions given below are based on definitions contained in state law.\* The statutory definitions provide that each household size has its own income ranges.

The income ranges for a four person household are the following:

Very Low Income	Income not exceeding 50% of the median family income of the county.
Other Lower Income	Income between 50% and 80% of the median family income of the county.
Moderate Income	Income between 80% and 120% of the median family income of the county.
Above Moderate Income	Income above 120% of the median family income of the county.

The income ranges for other household sizes are calculated using household size adjustment factors. For example, the income ranges for a one person household are .7 times the income ranges for the four person household for that income level.

\*Health and Safety Code Sections 50079.5, 50093, and 50105.





## ATTACHMENT 2

### METHODOLOGY FOR ESTIMATING BASIC CONSTRUCTION NEEDS

Determine housing units needed on January 1, 1989, with allowance for vacant units

$$\begin{aligned} & 1989 \text{ Households} \times \text{Estimated Homeownership Rate} \div .98 \text{ /allowance for vacant-for-sale/} \\ & + 1989 \text{ Households} \times \text{Estimated Renter Rate} \div .94 \text{ /allowance for vacant-for-rent/} \\ & \hline & = 1989 \text{ Households plus vacant-for-sale or rent} \\ & \text{Number on last line} \div (1 - \text{estimated "other vacant" fraction}) \text{ /allowance for second homes} \\ & \hspace{15em} \text{and other vacant units} \\ & = \text{Housing Units Needed in 1989} \hspace{15em} \text{which are not for sale or rent/} \end{aligned}$$

Determine housing units needed to accommodate growth needs from 1983 to 1989

Housing Units Needed in 1989 (determined in Step 1)

- Housing Units on January 1, 1983

---

= Housing Units Needed to Accommodate Growth

Determine expected normal housing market removals (units to be torn down, boarded up, destroyed by fire, changed to commercial use, etc.)

$$\begin{aligned} & \text{Average Number of Housing Units in Existence between 1983 and 1989} = \\ & (\text{Housing Units Needed in 1989} + \text{Housing Units on 1/1/1983}) \div 2 \end{aligned}$$

Estimated Number of Units to be Removed in 6 Years =

$$\text{Average Number of Units (see above)} \times \text{Annual Removal Rate} \times 6$$

Determine Total Basic Construction Needs 1983 to 1989

Housing Units Needed to Accommodate Growth (determined in Step 2)

+ Housing Units Expected to be Removed 1983-1989 (determined in Step 3)

---

= Total Basic Construction Needs 1983 to 1989



## APPENDIX B

### AVAILABLE HOUSING PROGRAMS

#### Introduction

This section summarizes those federal, state and local programs currently available that the City of Eureka might pursue to implement its housing element. The program summaries are based on program descriptions contained in HCD's 1980 Housing Directory and April 1984 program summaries, HCD's 1984 Training Manual for the State Community Development Block Grant Program, OPR's General Plan Guidelines, and ABAG's 1980 Housing Resources Guide. An attempt has been made to provide current (June 1984) information on the status of each program. Inactive programs have not been included. Eligible sponsor/applicants for each federal and state program are also indicated: (1) city or county; (2) housing authority; (3) special district; (4) non-profit organization; (5) for-profit organization or developer; and (6) individual.

#### FEDERAL PROGRAMS

##### Department of Housing and Urban Development

##### **Direct Loans for Elderly and Handicapped Housing (HUD Section 202)**

Long-term direct loans to private, non-profit sponsors to finance new construction housing rehabilitation for elderly and handicapped targeted income group members.

Status/availability: Active program; in 1983 Congress authorized \$666 million for up to 14,000 units with interest rate capped at 9.25%. HUD Section 202 money was used to construct the Silvercrest Project (152 units) in 1981.

Eligibility: 4

##### **Rehabilitaton Loans (HUD Section 312)**

Rehabilitation loans at below market interest rates for owner-occupied and rental units within designated community development areas.

Status/availability: Very limited funding; in 1983, Congress authorized no new funding and the program will likely die by the end of 1984.

Eligibility: 6



**Low Income Rental Assistance (HUD Section 8)**

Since Congress repealed the new construction and substantial rehabilitation (except in conjunction with Section 202 housing), only the Section 8 program Existing Housing program remains. The Existing Housing program provides subsidies to owners of existing housing units whenever eligible families rent the units.

Status/availability: Only the "Existing Housing" rent subsidies portion of the program remains. The Eureka Housing Authority presently administers 440 "Existing" units within the City.

Eligibility: 2

**Urban Development Action Grant (UDAG)**

Grants to designated, economically distressed cities and urban counties for residential, commercial or industrial projects that stimulate private investment. Eligibility is determined by a combination of factors: loss of population and jobs, stagnating or declining tax base, high percentage of poverty, low per capita income change, high unemployment, and deteriorated housing. Housing projects linked to economic development projects (e.g., mixed uses) are eligible activities.

Status/availability: Currently active; Eureka is an eligible city.

Eligibility: 1

**STATE PROGRAMS****California Housing Finance Agency****Home Mortgage Purchase Program (CHFA)**

Below market interest rate, 30 year fixed rate and 20 year growing equity mortgages to first time homebuyers. Loans provided through developers. CHFA is particularly interested in assisting small and moderate sized rural projects and scattered site builders.

Status/Availability: Presently (June 84) inactive pending Presidential action on mortgage revenue bond legislation recently passed by Congress.

Eligibility: 5





### **Cal First Homebuyers Program (CHFA)**

After a first time homebuyer acquires a first mortgage on a home, a qualified lender can offer a CHFA financed second mortgage that will decrease housing cost payments during the first six years of home ownership. During the following ten years, the mortgage payments increase to repay the second mortgage buy down.

Status/availability: \$15 million presently available; the program has not been popular with homebuyers.

Eligibility: 6

### **Multi-Family Rehabilitation Program (CHFA)**

State revenue bonds to finance rehabilitation loans in communities that are participating in the HUD Rental Rehabilitation Demonstration Program or have ongoing Community Development Block Grant or other programs. Localities may use the money to provide 15 year rehabilitation loans for existing owners, secured by second deeds of trust, or 25 year acquisition and rehabilitation loans for new owners, secured by first deeds of trust.

Status/availability: Currently active.

Eligibility: 1

### **California Department of Housing and Community Development**

#### **State Community Development Block Grant Program (HCD)**

Formerly administered by HUD, the California Department of Housing and Community Development assumed responsibility for administering the federal Small Cities Community Development Block Grant program with the 1983 funding cycle. The program is designed to: (1) benefit low and moderate income families; (2) aid in the prevention or elimination of slums or blight; (3) meet other community development needs having a particular urgency.

Eligible activities include: (1) acquisition and disposition of real property; (2) construction and improvement of public facilities and improvements; (3) property rehabilitation; (4) provision of public services; (5) payment of the non-federal share of a grant-in-aid program; (6) improvement of sites for assisted housing; (7) relocation assistance; (8) expansion of industrial and commercial property; (9) historic preservation; and (10) comprehensive community planning.

Status/availability: Active program; California's current allocation is approximately \$27 million. Eureka applied unsuccessfully in 1983 for Block Grant money for housing rehabilitation and infrastructure improvements.

Eligibility: 1

#### **Deferred Payment Rehabilitation Loan Fund (HCD)**

Provides funds for deferred payment loans at 3% interest to rehabilitate housing occupied by low and moderate income homeowners and renters. Local governmental agencies, non-profit corporations, and recognized Indian tribes



or rancherias that are operating housing rehabilitation programs are eligible to apply for a fund commitment. Maximum loan amount is \$10,000 per unit in single-family or multi-family developments, or \$5,000 per unit in residential hotels.

Status/availability: Limited; the program is presently using recaptured money; new appropriation possible in 1985.

Eligibility: 1, 4

#### **Special User Housing Rehabilitation Program (HCD)**

Deferred payment loans for acquisition and/or rehabilitation of rental housing for low income persons. One component of the program subsidizes the acquisition and/or rehabilitation of apartments and group homes for the elderly and handicapped. The second component funds preservation of residential hotels.

Status/availability: All funds presently committed; new appropriation possible in 1983.

Eligibility: 1, 4, 5

#### **California Housing Advisory Service (HCD)**

Grants for local governmental agencies, non-profit organizations, recognized Indian tribes, and community design centers to establish local housing advisory services to assist individuals and groups with self-help construction or rehabilitation of their homes. Program currently emphasizes assistance for self-help rehabilitation.

Status/availability: Active program; annual appropriation of \$200,000. Grants in the range of \$6,000 to \$35,000.

Eligibility: 1, 4

#### **Senior Citizens Shared Program (HCD)**

Grants to assist seniors to change their living arrangements from that of living alone to sharing existing housing with seniors and non-seniors. Grants are awarded to non-profit organizations and must be matched with an equal amount of funding or in-kind support. The funds are used for administrative services.

Status/availability: The Eureka Senior Center presently has funding under this program.

Eligibility: 1, 4

#### **Urban Predevelopment Loan Fund (HCD)**

Short-term (2 to 3 years) loans to governments, housing authorities, non-profit organizations, and cooperative housing corporations for the preliminary costs of developing assisted housing for low income families and





elderly or handicapped persons. Authorized costs include site acquisition and preparation; architectural, engineering, legal, permit and applications fees; and bonding expenses. Loans are not available for construction financing or administrative costs.

Status/availability: Revolving fund; funds currently available; program may be expanded to include land banking as eligible activity.

Eligibility: 1, 2, 4

### **Home Ownership Assistance Program (HCD)**

Provides up to 49% of the purchase price of a dwelling in the form of a mortgage participation with an institutional lender to enable eligible households to purchase housing they would otherwise be unable to afford. When the unit is sold, the State shares in the sales proceeds in proportion to its original investment. The balance of the financing comes from private or other public lending institutions. Under this program, HCD may assist (1) renters to purchase their units who otherwise would be displaced by condominium or stock conversions; (2) mobilehome park residents to purchase their spaces if the park is to be converted to a condominium or stock cooperative; (3) households to purchase a mobilehome placed on a permanent foundation; and (4) stock cooperatives or non-profit corporations to develop or purchase mobilehome parks.

Status/availability: Revolving fund; no new appropriation. (RFP should be issued during Summer 1984.)

Eligibility: 6

### **State Surplus Land Program (HCD)**

A 1978 Governor's Executive Order directs that State surplus lands be given high priority consideration for affordable housing through sale or lease. State law permits the Department of General Services to sell or lease surplus lands at below market value to develop low and moderate income housing.

Status/availability: There are presently no surplus State lands available in the City of Eureka.

### **Local Programs**

#### **Non-Profit Housing Development Corporation**

A non-profit housing development corporation (HDC) is a corporation created specifically to promote, assist or sponsor housing for low and moderate income people. A non-profit HDC does not build "public housing." Rather, it builds or rehabilitates privately-owned housing for people who cannot afford market rate housing but whose incomes are generally above the poverty level. Non-profit HDC's can build housing for families, the elderly and the handicapped. HDC's may build rental housing, or they may sponsor limited equity cooperative housing.



## **Landbanking**

Landbanking is the purchase of developable land by a jurisdiction for future use. Many jurisdictions have used landbanked sites to provide affordable housing for low and moderate income people. There are two variations of the landbanking process. A developer may go to the locality with a parcel in mind which he/she cannot afford to buy, and the locality will buy it for him/her. Alternatively, the community may choose a parcel and keep it until a developer comes along to build on it. In this case, the jurisdiction has several options regarding control of the site. The most obvious is outright purchase, but this may not be the best way for the locality to use the funds set aside for landbanking. Other options include: the option to purchase, at a stated price under stated conditions; the option of first refusal, under which the property owner agrees to notify the community in case an offer is made by a second party to purchase the land; and a lease, which is useful if the property owner is unwilling to sell but is willing to develop the land. Sources of funds for landbanking have usually come from a jurisdiction's Community Development Block Grant (CDBG) monies, although money from a community's general fund can and has been used.

## **Limited Equity Cooperatives**

A limited equity cooperative provides low and moderate income residents with the opportunity for affordable home ownership. In a limited equity co-op, like a market rate co-op, the residents form a non-profit corporation which has as many shares as there are units in the building. The units may be converted from an existing rental building, or a new building may be constructed as a limited equity cooperative.

To live in a co-op, the residents purchase a share by making a down payment. The residents' monthly payment is their share of the mortgage payment plus the costs of utilities and maintenance. A share entitles co-op members to the use of common areas and their dwelling unit. While they do not own their dwelling unit, co-op members may deduct their share of interest and tax payments when filing tax returns because they are part owners of the building.

Limited equity co-ops differ from market rate co-ops primarily in that the cost of buying a share in a limited equity co-op is generally measured in the hundreds rather than thousands of dollars and can rise only a certain amount each year. The point of limiting the equity build-up is to remove the units from market forces (unlike market rate co-ops), as well as from the rent increases of a for profit owner (unlike most rentals). Thus, the dwelling is kept permanently affordable to low and moderate income people.

## **Mortgage Revenue Bonds**

Tax exempt mortgage revenue bonds are a source of funds which may be used to raise money for mortgage insurance and mortgage loans. The money that is generated by the bonds can then be issued at below market rates, for both single-family owner-occupied homes and multi-unit rental housing. The loans may be used for rehabilitation or new construction. Outstanding mortgage loans are collateral for the bonds. Housing finance agencies are created to issue such bonds, but other agencies, such as housing authorities, local



governments, redevelopment agencies, and the State may also do so. The interest rate on the mortgage loans issued by these agencies is usually around 1-1/4% above the interest rate paid to bondholders. Private lenders originate the loans, sell them to the city or agency, and service the loans. Private lenders collect a portion of the 1-1/4% for their services.

State law gives cities and counties authority to issue tax exempt mortgage revenue bonds under a number of programs including AB 1355 (owner-occupied), AB 665 (multi-family rental), Marks-Foran (rehabilitation), SB 1149 (employee housing) and AB 604 (seismic safety rehabilitation). Redevelopment agencies can issue both Marks-Foran bonds and SB 99 bonds (residential construction and rehabilitation). Housing authorities may also issue Marks-Foran bonds as well as tax exempt bonds for purchase of homes by low income households and rehabilitation and new construction of multi-family rental housing.





## APPENDIX C

### SPECIAL HOUSING REQUIREMENTS

In addition to requiring each city and county to adopt a housing element, the California Legislature has enacted some very specific requirements to ensure that local regulatory procedures do not constrain housing development. This appendix summarizes these special housing mandates.

#### **Findings on Housing Limits**

Any city or county adopting or amending its general plan in a manner that limits the number of units that may be constructed on an annual basis must make specified findings concerning the efforts it has made to implement its housing element and the public health, safety and welfare considerations that justify reducing the housing opportunities of the region (Government Code Section 65302.8).

#### **Housing Disapprovals and Reductions**

When a proposed housing development complies with applicable local policies and regulations in effect at the time the application is determined to be complete, the local agency may not disapprove the project or reduce its density unless it makes specified findings (Government Code Section 65589.5).

#### **Coastal Housing**

Requires that new development within the coastal zone include, where feasible, housing units for persons and families of low or moderate income. Where it is not possible to include these units within the development, developers can satisfy the requirement by constructing units elsewhere within the coastal zone or within three miles of the coastal zone. To assist developers in meeting these requirements, local governments must provide density bonuses or other incentives. The law also prohibits the conversion or demolition of existing residential units in specific cases. Where conversion or demolition of low or moderate income housing is allowed, provision must be made for replacement of those residential units (Government Code Section 65590).

#### **Solar Energy Systems**

Cities and counties may not enact zoning provisions that effectively prohibit or unnecessarily restrict the use of solar energy systems, except for the protection of public health or safety (Government Code Section 65850.5). Allowable "reasonable restrictions" include those that do not significantly increase the cost of the solar system or significantly decrease its efficiency and those that allow for an alternative system of comparable cost and efficiency.



## **Secondary Residential Units**

To encourage establishment of secondary units on existing developed lots cities and counties are required to either (1) adopt an ordinance based on standards set out in the law authorizing creation of second units in residentially zoned areas; or (2) where no ordinance has been adopted, allow second units by use permit if they meet standards set out in the law (Government Code Section 65852.2). Local governments are precluded from totally prohibiting second units in residentially zoned areas unless they make specific findings.

## **Mobilehomes in Single-Family Zones**

Cities and counties may not totally prohibit installation of mobilehomes on permanent foundations on lots zoned for single-family dwellings (Government Code Section 65852.3). However, cities and counties may specify those single-family zoned lots upon which mobilehomes may be placed. Cities and counties may subject mobilehomes to the same standards that apply to single-family dwellings.

## **Mobilehome Parks - Permitted Uses**

A mobilehome park is deemed by state law to be a permitted use on all land general planned and zoned for residential use (Government Code Section 65852.7). However, cities and counties may regulate mobilehome parks by use permit.

## **Growth Limiting Ordinances**

In adopting zoning ordinances, cities and counties must consider the effects of such ordinances on the housing needs of the region and balance these regional needs against the needs of their residents for public services and the available fiscal and environmental resources (Government Code Section 65863.6). Any city or county adopting a zoning ordinance that limits the number of housing units that may be constructed on an annual basis must make findings concerning the public health, safety, and welfare considerations of the city or county that justify such action.

## **Mobilehome Park Conversions**

Any person proposing to convert a mobilehome park to another use must prepare and file a report on the impact of the conversion on the displaced mobilehome park residents (Government Code Section 65863.7 and 66427.4). The city or county with jurisdiction must consider the impact report at a public hearing and may require as a condition of approval of the conversion that the project sponsor mitigate the impacts of displacement.

## **Notification on Mobilehome Park Conversions**

A city or county that has received an application for a mobilehome park conversion must notify the applicant at least 30 days prior to any hearing or action of state and local requirements for applicant notification of mobilehome owners and park residents concerning the proposed change





(Government Code Section 65863.8). No action may be taken on the application until the applicant has satisfactorily verified that mobilehome owners and park residents have been properly notified.

### **Mobilehome Park Conversion Mitigation**

Cities and counties when approving a subdivision map for conversion of a mobilehome park must mitigate the impact of such conversion by (1) zoning for additional replacement housing; (2) making a finding that there is adequate space in existing mobilehome parks or adequate land zoned for mobilehomes development; (3) requiring the developer to mitigate the impact; or (4) making a finding that mitigation is infeasible (Government Code Section 66427.4).

### **Limitations on Development Permit Fees**

Fees charged by local public agencies for zoning changes, variances, use permits, building inspections, building permits, subdivision map processing, or other planning services may not exceed the estimated reasonable cost of providing the service for which the fee is charged (Government Code Sections 54990 and 65909.5). Fees may exceed this limit only with a two-thirds vote of the electorate.

### **Residential Zoning**

Cities and counties must zone a sufficient amount of vacant land for residential use to maintain a balance with land zoned for non-residential use (e.g., commercial and industrial) and to meet the community's projected housing needs as identified in the housing element of the general plan (Government Code Section 65913.1).

### **Residential Subdivision Standards**

Cities and counties may not impose standards for design and improvement for the purpose of making the development of housing for any and all economic segments of the community infeasible (Government Code Section 65913.2).

### **Coordinated Permit Processing**

Each city and county must designate a single administrative entity to coordinate the review and decision-making and provision of information regarding the status of all applications and permits for residential, commercial and industrial developments (Government Code Section 65913.3).

### **Density Bonuses**

When a developer agrees to construct at least 25% of the total units in a housing development for low or moderate income households, or 10% of the total units for lower-income households, the city or county must either grant a density bonus or provide other incentives of equivalent financial value (Government Code Section 65915). The density bonus must increase by at least 25% the otherwise maximum allowable density specified by the zoning ordinance and the land use element of the general plan. Each city or county must set up procedures for carrying out these provisions.



### **Density Bonuses for Condominium Conversions**

When a developer proposing to convert apartments to condominiums agrees to provide at least 33% of the total units in the proposed condominium project for low or moderate income households, or 15% of the total units for lower income households, the city or county must either grant a density bonus or provide other incentives of equivalent financial value (Government Code Section 65915.5). The density bonus must increase by at least 25% over the number of apartments to be provided within the existing structure proposed for conversion.

### **CEQA and Density Reductions**

Cities and counties may deny or reduce the density set forth by the general plan for a housing project only as a mitigation measure for a specific adverse impact upon public health or safety pursuant to the California Environmental Quality Act and only when there is no other feasible mitigation that would achieve comparable density results (Public Resources Code Section 21085).

### **Residential Energy Conservation**

Requires cities and counties to adopt energy conservation standards for new residential dwellings (excluding apartment houses with four or more stories and hotels). This law went into effect June 15, 1983.



## COASTAL HOUSING REQUIREMENTS

In 1981 when housing policies were deleted from the Coastal Act, new coastal housing requirements were added to the Government Code (SB 626 (Mello)). These provisions generally require that housing units for low and moderate incomes be provided whenever possible, be protected where they currently exist, and be replaced when demolished. The updated housing element must by law discuss the jurisdiction's progress in implementing the coastal housing requirements. The coastal housing requirements are also important to Eureka's housing element program because they mandate specific city actions that should contribute to meeting Eureka's projected housing needs.

There are two major parts to the coastal housing requirements: one for the provision of low and moderate income housing units in new developments; and one for the protection and replacement of existing housing units occupied by low or moderate income individuals.

### New Construction

Whenever a developer constructs a residential project within the coastal zone, the local government must require the developer to provide, if feasible, a certain percentage of the units for low or moderate income households. This feasibility determination can be made on a case-by-case basis or by adopting general guidelines that establish a rebuttable presumption concerning feasibility of providing affordable units in coastal housing projects.

It is up to each local government to decide what percentage of the units in coastal projects can be feasibly developed for low and moderate income households depending on the type and size of the project.

If the low and moderate income units cannot be physically accommodated on the project site, they can be provided elsewhere within the same city or county, either within the coastal zone or within three miles of the coastal zone.

As an alternative to adopting general feasibility guidelines or making feasibility findings on a case by case basis, local governments can adopt an ordinance of their own design that would accomplish at least as much in terms of providing new affordable units. An advantage to this approach is that the local ordinance is less subject than the feasibility findings to legal challenge because of the procedure by which it is adopted.





## Demolitions and Conversions

The second part of the coastal housing requirements establish the general rule that conversion or demolition of existing residential dwellings occupied by low or moderate income persons or families will not be allowed unless provision is made for the replacement of those units. Another part of the statute modifies this basic rule by requiring replacement units only if feasible, where:

- 1) The existing units are located in a structure with only one or two units, or in a complex with ten or fewer units.
- 2) The existing units are to be replaced by a "coastal-dependent" or "coastal-related" use that is consistent with an adopted LCP.
- 3) There are less than 50 acres of privately owned, vacant land available for residential use within the coastal zone within the jurisdiction.
- 4) A community has an in-lieu fee housing program in which the fees would achieve equivalent results.

While the basic replacement rule requires one for one replacement, the feasibility standard applicable under the four exceptions would require only as much replacement housing be provided as is feasible. City sponsored housing units, if they would have been provided anyway, cannot be used as replacement units to meet the requirements of the law.

\* \* \*

These coastal housing requirements were designed primarily for Southern California coastal conditions and seem ill-suited to conditions in Eureka's coastal zone. Nonetheless, Eureka must establish procedures to implement these requirements.

Since the coastal housing requirements went into effect January 1, 1982, there have been no new housing projects constructed in Eureka's coastal zone, although a substantial number of units have been rehabilitated.

Since January 1, 1983, only two units within the coastal zone have been demolished. One was a unit of an apartment house on 2nd Street and the other was a single-family unit on Tydd Street. Neither unit was replaced, and doubtless replacement would have been infeasible.



**D R A F T**

**1984**

**Supplement**

**POPULATION**

Technical Background Information to the  
General Plan

**City of Eureka**

Prepared by:

J. Laurence Mintier  
Planning Consultant





## INTRODUCTION

This supplement updates and amends the Technical Background Information to the General Plan report on population prepared for the 1977 Eureka General Plan. It is based primarily on results of the 1980 Census and annual estimates and population projections by the State Department of Finance.

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## HISTORIC POPULATION GROWTH

While Humboldt County population increased approximately 12% between 1970 and 1984, Eureka's population has remained virtually unchanged over the last 14 years. According to a State Department of Finance estimate, there are only 272 more persons living in Eureka in 1984 than lived here in 1970. During this 1970-1984 period, Eureka's share of total County population dropped from 24 percent to 22 percent.

TABLE 1

POPULATION GROWTH  
1970-1984

Year	Humboldt County	Percentage Change	Eureka	Percentage Change	Eureka as Percentage of Humboldt County
1970	99,692	--	24,337	--	24%
1975	105,030	5.3%	24,700	1.5%	24%
1980	108,514	3.3%	24,153	- 2.2%	22%
1981	110,035	1.4%	24,269	0.5%	22%
1982	110,960	0.8%	24,515	1.0%	22%
1983	111,215	0.2%	24,462	- 0.2%	22%
1984	111,266	0.05%	24,609	0.6%	22%

SOURCES: U.S. Census Bureau, 1970 Census, 1980 Census  
City of Eureka, Department of Community Development  
California Department of Finance

## POPULATION CHARACTERISTICS

Age-Sex Distribution

While the total number of people living in Eureka has changed very little in the last 14 years, the age structure of the City's population changed significantly. Between 1970 and 1980, the number of persons under the age of 19 dropped by 22 percent, while the number of persons age 20 to 34 increased by 42 percent. The population age 35 to 44 remained relatively stable, while



the age group 45 to 54 showed a 26 percent decline. The number of persons 55 and older did not change substantially. The dramatic shifts in the population under age 35 can be largely accounted for by the maturing of the post-war "baby boom" generation.

**TABLE 2**  
AGE-SEX DISTRIBUTION  
1970-1980  
City of Eureka

Age	Total Population		Males		Females	
	1970	1980	1970	1980	1970	1980
All ages	24,337	24,153	11,935	11,761	12,402	12,392
Under 5	1,780	1,622	892	840	888	782
5 to 9	2,063	1,459	1,077	751	986	708
10-14	2,144	1,501	1,110	754	1,034	747
15-19	2,279	1,894	1,119	959	1,160	935
20-24	2,230	2,523	1,036	1,215	1,194	1,308
25-34	2,855	4,706	1,494	2,396	1,361	2,310
35-44	2,470	2,455	1,231	1,250	1,239	1,205
45-54	3,033	2,250	1,450	1,091	1,583	1,159
55-59	1,338	1,339	670	651	668	688
60-64	1,230	1,156	599	520	631	636
65-74	1,718	1,969	809	875	909	1,094
75 & over	1,197	1,279	448	459	749	820
Median Age	30.3	31.2	29.4	30.3	31.5	32.1

SOURCE: U.S. Census Bureau, 1970 Census, 1980 Census

Again, reflecting the maturing of the post-war "baby boom" generation, the median age of Eureka's population rose from 30.3 to 31.2 during the 1970-80 period. The median age of Eureka's population in 1980 was two years higher than Humboldt County's and 1.3 years higher than California's.





TABLE 3

MEDIAN AGE  
1980

	Total	Male	Female
Eureka	31.2	30.3	32.1
Humboldt County	29.2	28.8	29.6
California	29.9	29.0	31.0

SOURCE: U.S. Census Bureau, 1980 Census

#### Racial Composition

Although Eureka's population remains predominantly white, minority groups make up an increasingly large share of the City's population. Between 1960 and 1970, minority population as a percentage of total population doubled from 2.1 percent to 4.1 percent. By 1980, the percentage of minority persons had doubled again to 8.1 percent. The largest gains were registered by Native Americans and Asians and Pacific Islanders. The percentage of persons of Spanish origin increased slightly from 3.9 percent to 4.2 percent of the population.



**TABLE 4**  
 POPULATION DISTRIBUTION BY RACE  
 1970-1980  
 City of Eureka

Race	Numerical Distribution		Percentage Distribution	
	1970	1980	1970	1980
White	23,350	22,202	95.9%	91.9%
Black	271	250	1.1%	1.0%
Native American	497	960	2.0%	4.0%
Japanese	55	46	0.3%	0.2%
Chinese	28	49	0.1%	0.2%
Filipino	22	46	0.1%	0.2%
Other Races	114	600	0.5%	2.5%
Total Non-White	987	1,951	4.1%	8.1%
Spanish Origin (white)	950	1,003	3.9%	4.2%

SOURCE: U.S. Census Bureau, 1970 Census, 1980 Census

#### Population Distribution and Density

The City of Eureka covers 10,312 acres and has a population density of approximately 2.53 persons per gross acre. This City-wide figure is somewhat misleading, however, considering the large amount of non-habitable bay contained within the city limits of Eureka.

For planning purposes, the City is divided into eight neighborhood planning units. Between 1970 and 1980, there were some notable shifts in the population distribution. The population of the Marshall and the Westside/Core neighborhood planning units increased significantly, while the population of the Franklin and Washington neighborhood planning units dropped substantially. Population in the other neighborhoods remained relatively stable.



TABLE 5

POPULATION AND GROSS DENSITY BY NEIGHBORHOOD PLANNING UNIT  
1970-1980  
City of Eureka

Neighborhood Planning Unit	Unit <sup>1</sup> Size (acres)	1970		1980	
		Population	Persons Per Acre	Population	Persons Per Acre
Birney	417	3,936	9.44	3,693	8.86
Franklin	550	4,665	8.48	2,573	4.68
Grant	808	1,462	1.81	1,681	2.08
Jefferson	252	3,459	13.73	3,269	12.97
Lincoln	285	3,155	11.07	3,187	11.18
Marshall	813	5,157	6.34	6,671	8.21
Washington	341	1,748	5.13	1,216	3.57
Westside/Core	---	755	---	1,863	---

<sup>1</sup> Does not reflect annexations between 1975 and 1980.

SOURCES: U.S. Census Bureau, 1970 Census, 1980 Census  
City of Eureka, Department of Community Development

### Domestic Structure

In 1984, according to Department of Finance estimates, 23,917 of Eureka's residents lived in households, only a slight drop in the same percentage of total population living in households reported in 1970 and 1960. The remainder of Eureka's population (692) resided in group quarters (boarding houses, barracks, etc.). Although the percentage of people in households has changed little over the 1960 to 1984 period, the number of persons per household has steadily declined from 2.91 in 1960, to 2.67 in 1970, to 2.32 in 1980, and to 2.298 in 1984. The percentage of traditional husband-wife households has similarly declined from 87.2 percent in 1960, to 85.7 percent in 1970, and to 78.6 percent in 1980. These trends are generally reflective of overall national trends.





TABLE 6

HOUSEHOLD COMPOSITION  
1970-1980  
City of Eureka

Categories	Numerical Distribution (Percentage Distribution)		
	1970	1980	1984
Total Population In Households	23,942 (98.1%)	23,514 (97.4%)	23,917 (97.2%)
Total Population in Group Quarters	395 (1.9%)	639 (2.6%)	692 (2.8%)
Persons Per Household	2.67	2.32	2.298
Total All Families	6,394	6,117	N/A
Total Husband-Wife Families	5,479 (85.7%)	4,805 (78.6%)	N/A

SOURCES: U.S. Census Bureau, 1970 Census, 1980 Census  
California Department of Finance

POPULATION PROJECTIONS

Past population projections for the City of Eureka have generally been high. For instance, the 1974 Eureka-Arcata Regional Wastewater Management Plan projected a population of 27,200 for Eureka in 1985, 29,300 in 1995, and 35,400 in 2020. Projections prepared by the Eureka Community Development Department in 1976 for the Eureka General Plan are more realistic, particularly the lower end of the ranges.



TABLE 7

POPULATION PROJECTIONS  
City of Eureka

1980	25,000 - 26,500
1995	27,300 - 31,300
2020	31,000 - 42,000

SOURCE: City of Eureka, Department of Community Development (1976)

In late 1983, the State Department of Finance published their population projections for counties in California through the year 2020. The State projections for Humboldt County are portrayed in Table 8. Assuming the City of Eureka maintains its current 22 percent share of Humboldt County population, Eureka is projected to grow to 26,000 in 1990, 26,860 in 1995 and 27,593 in 2000.

TABLE 8

## POPULATION PROJECTIONS

	Humboldt County	Eureka <sup>1</sup>
1985	113,615	24,995
1990	118,182	26,000
1995	122,090	26,860
2000	125,424	27,593
2020	136,992	30,138

<sup>1</sup> Assumes Eureka will maintain a 22 percent share of County population.

SOURCE: State Department of Finance, Baseline 83

If the Exxon oil rig platform jacket assembly facility on the Samoa peninsula, now under consideration, should develop, 500 to 600 new jobs in basic employment would be added to the region's economy. This could push Eureka's population above the 26,000 figure now projected for 1990.



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1984

Supplement

**ECONOMIC CONDITIONS**

Technical Background Information to the  
General Plan

**City of Eureka**

Prepared by:

J. Laurence Mintier  
Planning Consultant



## INTRODUCTION

This supplement updates and amends the Technical Background Information to the General Plan report on economic conditions prepared for the 1977 Eureka General Plan. This supplement is based primarily on the annual planning reports for Humboldt County prepared by the California Employment Development Department and the Eureka Economic Profile prepared in 1982 by the Office of Economic Policy, Planning and Research of the California Department of Economic and Business Development. The only available economic projections for Humboldt County are those prepared by the California Department of Employment Development through 1985.

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## ECONOMIC BASE

Humboldt County's economy continues to be heavily dependent on timber production and fishing and as a consequence the county has had to make difficult adjustments in recent years. Salmon harvests have decreased because of reduced populations, the effects of "El Nino," and stringent regulations. A drop in demand for forest products, due to a sluggish national housing market, and limitations on supply, due to management practices on private forest lands and expansion of Redwood National Park, are primarily responsible for steadily declining timber harvests in the County.

During the 1970s, there was a major shift in the structure of the County's economy. As manufacturing activity, related primarily to timber and wood products, declined, the commercial, service and government sectors of the economy expanded. The largest contributors to the growth of the service sector were of health and social services. Tourism is also a major component of the service sector. After strong growth during the mid-1970s, tourism dropped at the end of the decade, but has been on the increase in recent years. Completion of the Halvorsen Village Development, on Eureka's waterfront, which includes a 210-room Hilton Hotel, should provide a significant boost to the tourist sector.

Recent local economic development efforts have aimed at diversifying the county's economy to offset the decline in resource related industries. Exxon is presently considering locating an oil rig platform jacket assembly facility on the Samoa Peninsula. The plant would employ 500 to 600 workers and stimulate additional growth in the service sector of the economy. A regional shopping mall on South Broadway is also presently being considered. This development would create 1200 permanent jobs.

## EMPLOYMENT

The changes in the structure of Humboldt County's economy are most graphically illustrated in employment figures. Total wage and salary employment in Humboldt County grew from 33,325 in 1972 to 40,300 in 1980, before declining to 37,600 in 1983. Total employment is expected to rise again to the 1980 level by 1985.

Employment in agriculture, forestry and fisheries during the 1972 to 1983 period remained relatively stable. Employment in construction and mining rose from 920 in 1972 to 1,200 in 1980 before the recession of the early 1980s set in. Construction employment should show a moderate increase over the next several years. Of all sectors, manufacturing employment showed the greatest drop: from 9,525 in 1972 to 5,300 in 1983. Job losses in industries related to lumber and wood products accounted for the majority of this decline.





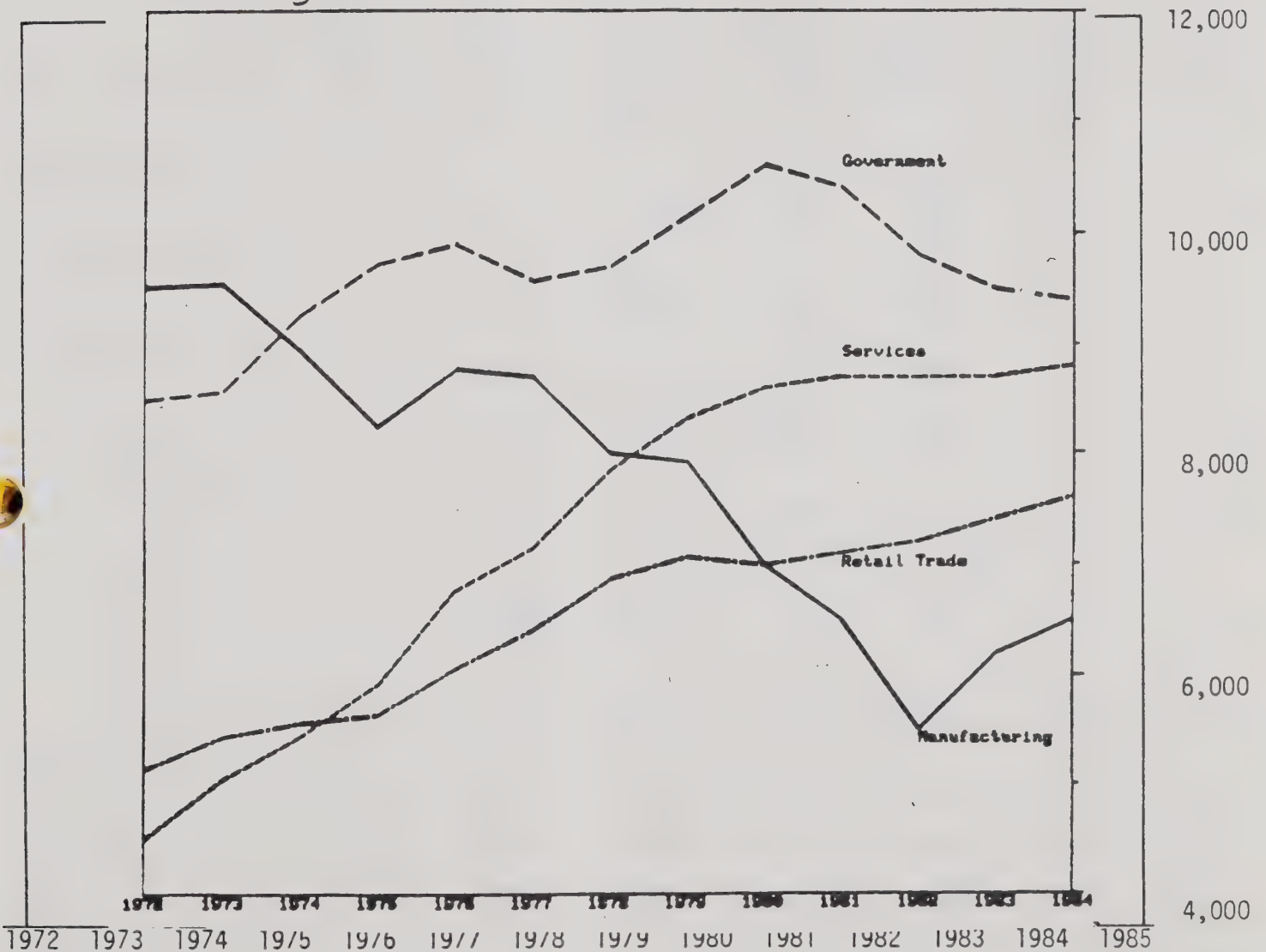
Employment in transportation and public utilities remained relatively stable over the 1972-1983 period. While employment in wholesale trade increased only 10 percent, employment in retail trade rose by almost 50 percent. Similarly, employment in finance, insurance and real estate increased by roughly half.

During the 1970s, employment levels in the service sector rose more rapidly than in any other sector. However, in the 1980s employment in this sector appears to have stabilized at about the 8,500 level. Government employment which peaked in 1980 showed modest declines in 1981, 1982 and 1983, but should be relatively stable for the next few years.



# CHART 1

TOTAL JOBS FOR THE FOUR LARGEST INDUSTRY GROUPS IN HUMBOLDT COUNTY  
1972-1983 and Projected to 1985



SOURCE: California Economic Development Department



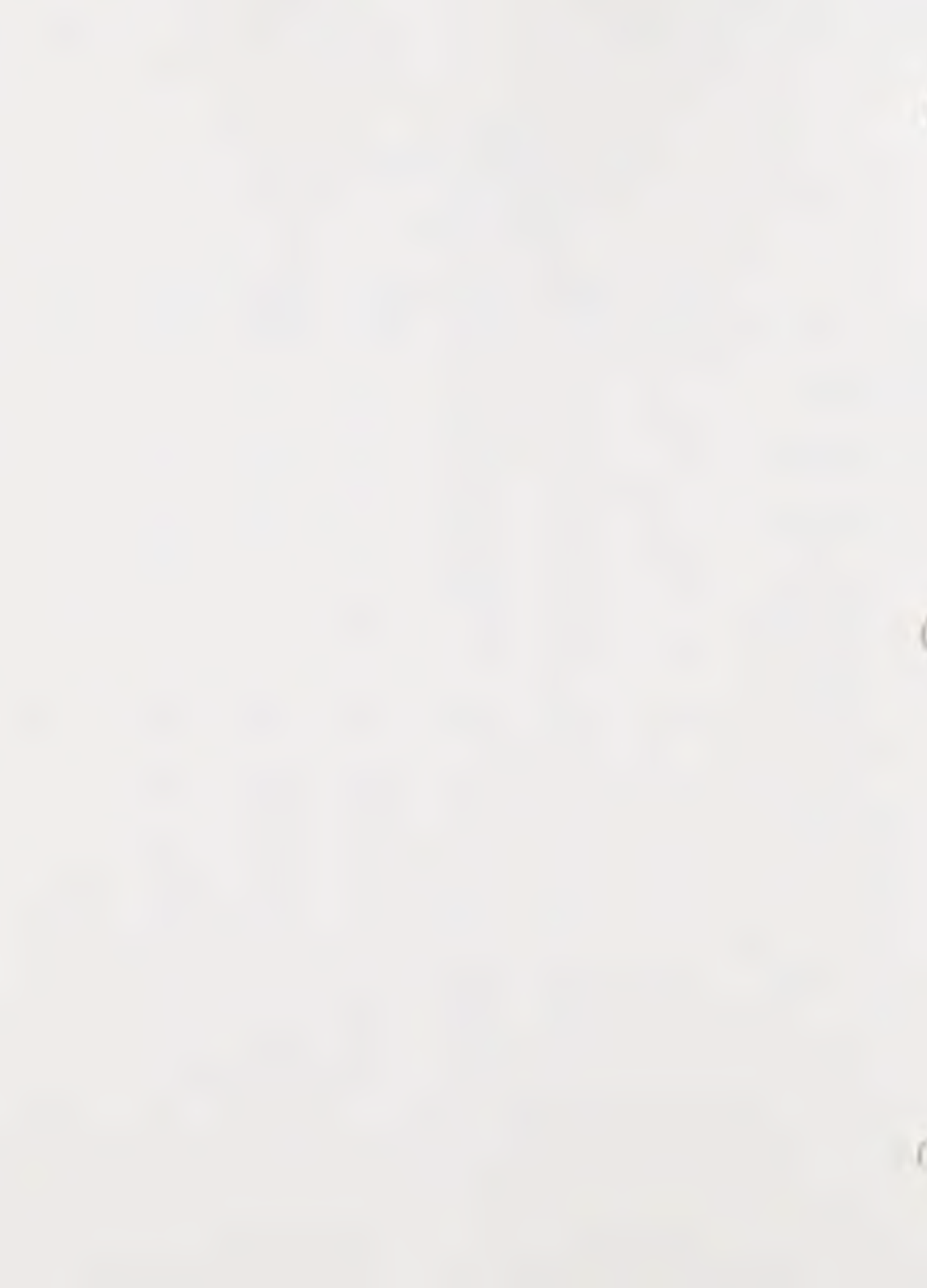
**TABLE 1**  
**WAGE AND SALARY EMPLOYMENT**  
**1972-1985**

Humboldt County

	1972	1980	1981	1982	1983	1984*	1985*
Total, all industries	33,325	40,300	39,500	36,900	37,600	39,100	40,200
Agriculture, forestry & fisheries	625	700	700	700	700	700	700
Non-agricultural industries	32,700	39,500	38,800	36,200	36,900	38,400	39,500
Construction and mining	920	1,200	1,000	700	900	1,200	1,100
Manufacturing	9,525	7,000	6,500	5,000	5,300	5,600	5,600
Lumber and wood products	-----	4,900	4,500	3,500	3,700	3,800	3,800
Food and kindred products	-----	900	700	700	600	700	700
Other manufacturing	-----	1,200	1,200	800	1,000	1,100	1,100
Transportation & public utilities	2,025	2,300	2,400	2,000	2,000	2,100	2,100
Wholesale trade	1,175	1,500	1,300	1,200	1,300	1,400	1,400
Retail trade	5,150	7,000	7,100	7,200	7,600	8,000	8,500
Finance, insurance and real estate	900	1,400	1,400	1,300	1,400	1,400	1,400
Services	4,475	8,600	8,700	8,700	8,400	8,600	9,200
Government	8,500	10,600	10,400	10,100	10,000	10,100	10,200

\* Projections available only through 1985

SOURCE: California Employment Development Department





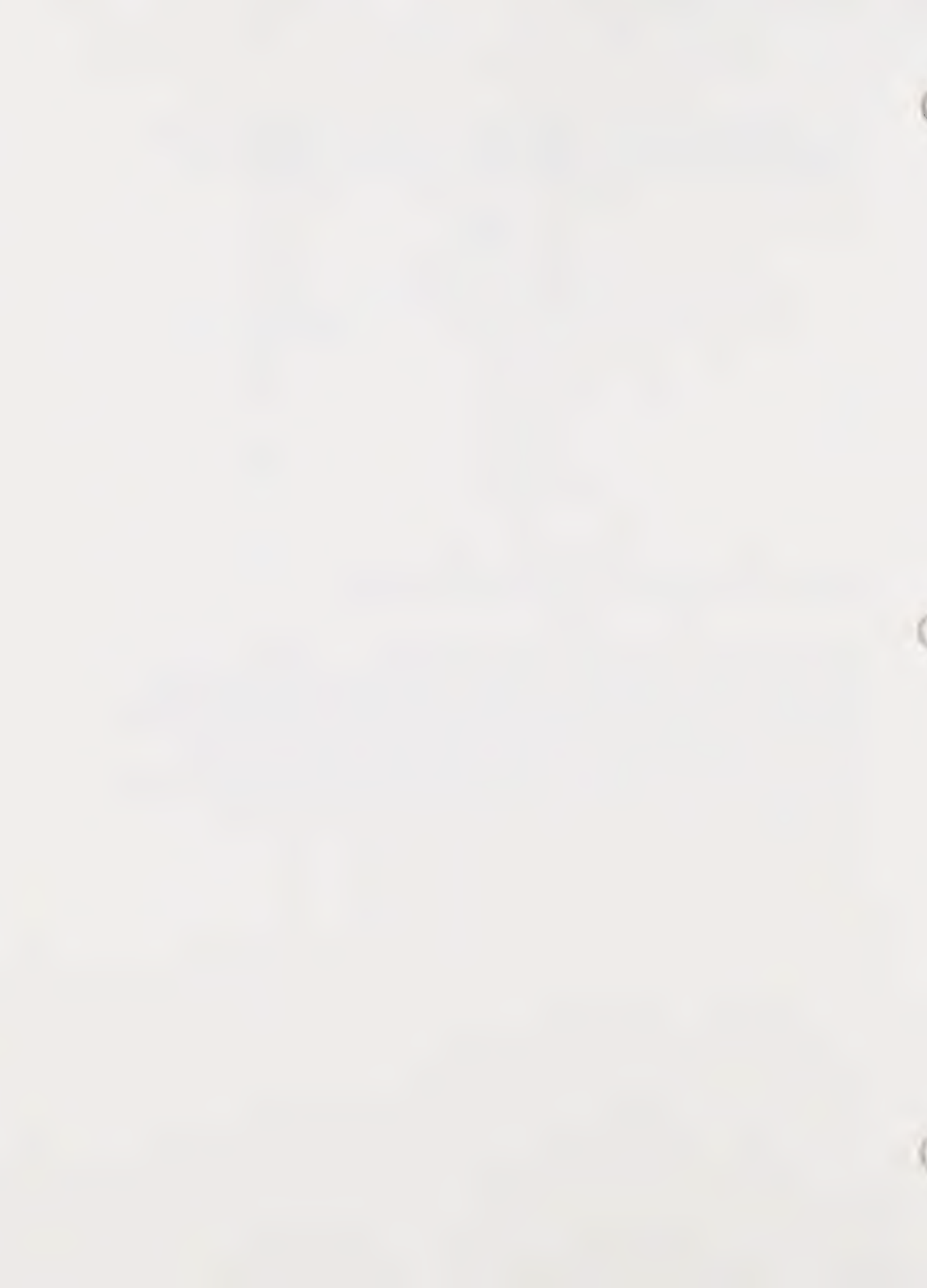
Since the mid-1970s, high unemployment has become a permanent feature of Humboldt County's economy. Between 1975 and 1983, the County's annual unemployment rate has never fallen below 11.5 percent (1979).

**TABLE 2**  
UNEMPLOYMENT IN HUMBOLDT COUNTY

	Unemployed	Unemployment Rate
1975	6,400	14.5%
1980	6,100	12.3%
1981	7,000	13.8%
1982	8,400	16.7%
1983	6,600	13.2%

SOURCE: California Economic Development Department

The unemployment picture is further exacerbated by the marked seasonality of the County's basic industries. In all of these basic industries (lumber, agriculture, fishing and tourism) unemployment rates for the winter months have been well above the yearly averages. As Table 3 indicates, there was a marked drop in unemployment in early 1984 compared to the same months in 1983. If several projects now under consideration should materialize, particularly the Exxon project and the Bayside Regional Shopping Mall, the unemployment rate in Humboldt County should show marked improvement over the next several years.



**TABLE 3**  
**MONTHLY UNEMPLOYMENT RATES**  
**1983-1984**

Humboldt County

Month	1983 Rate	1984 Rate
January	18.3%	14.5%
February	18.2%	14.6%
March	16.7%	13.9%
April	14.1%	12.0%
May	13.3%	
June	11.9%	
July	11.1%	
August	11.3%	
September	9.9%	
October	9.3%	
November	11.9%	
December	12.4%	

SOURCE: California Economic Development Department

#### INCOME

Median income in Eureka in 1979 lagged slightly behind the County level but was substantially lower than the State level. Eureka median household income in 1980 was 93 percent of the County median household income and only 75 percent of the State's. Similarly, Eureka's median family income was 96 percent of the County median family income and 82 percent of the State level.

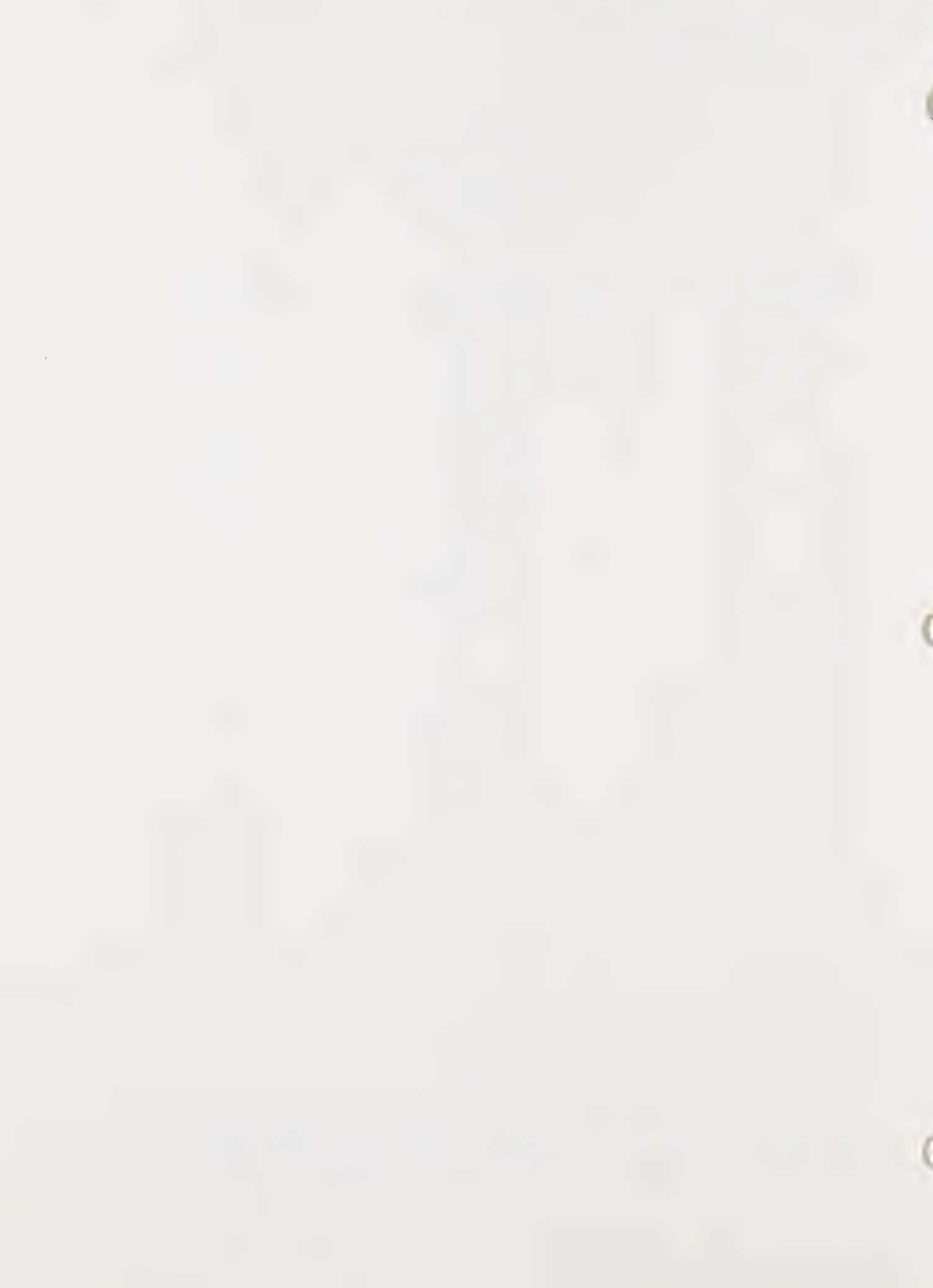


**TABLE 5**  
**HOUSEHOLD AND FAMILY INCOME**  
**1979**  
**City of Eureka**

Income Range	Households	Families
0 - 2,499	361 ( 3.5%)	94 (1.0%)
2,500 - 4,999	1,277 (12.5%)	325 (5.2%)
5,000 - 7,499	1,055 (10.4%)	559 (8.9%)
7,500 - 9,999	968 ( 9.5%)	627 (10.0%)
10,000 - 12,499	1,077 (10.6%)	558 (8.9%)
12,500 - 14,999	753 ( 7.4%)	434 (6.9%)
15,000 - 17,499	692 ( 6.8%)	508 (8.1%)
17,500 - 19,999	691 ( 6.8%)	474 (7.6%)
20,000 - 22,499	711 ( 7.0%)	508 (8.1%)
22,500 - 24,999	513 ( 5.0%)	365 (5.8%)
25,000 - 27,499	374 ( 3.7%)	330 (5.3%)
27,500 - 29,999	342 ( 3.4%)	281 (4.5%)
30,000 - 34,999	443 ( 4.3%)	382 (6.1%)
35,000 - 39,999	360 ( 3.5%)	327 (5.2%)
40,000 - 49,999	243 ( 2.4%)	202 (3.2%)
50,000 - 74,999	232 ( 2.3%)	203 (3.2%)
75,000 or more	94 ( 0.1%)	94 (1.0%)
Median	13,679	17,661

SOURCE: U.S. Census Bureau, 1980 Census

According to 1983 figures developed by the California Department of Housing and Community Development, 27 percent of Eureka's households earn less than 50 percent of the County median income, and 15 percent earn between 50 and 80 percent of the County median. These two groups together define "low income."



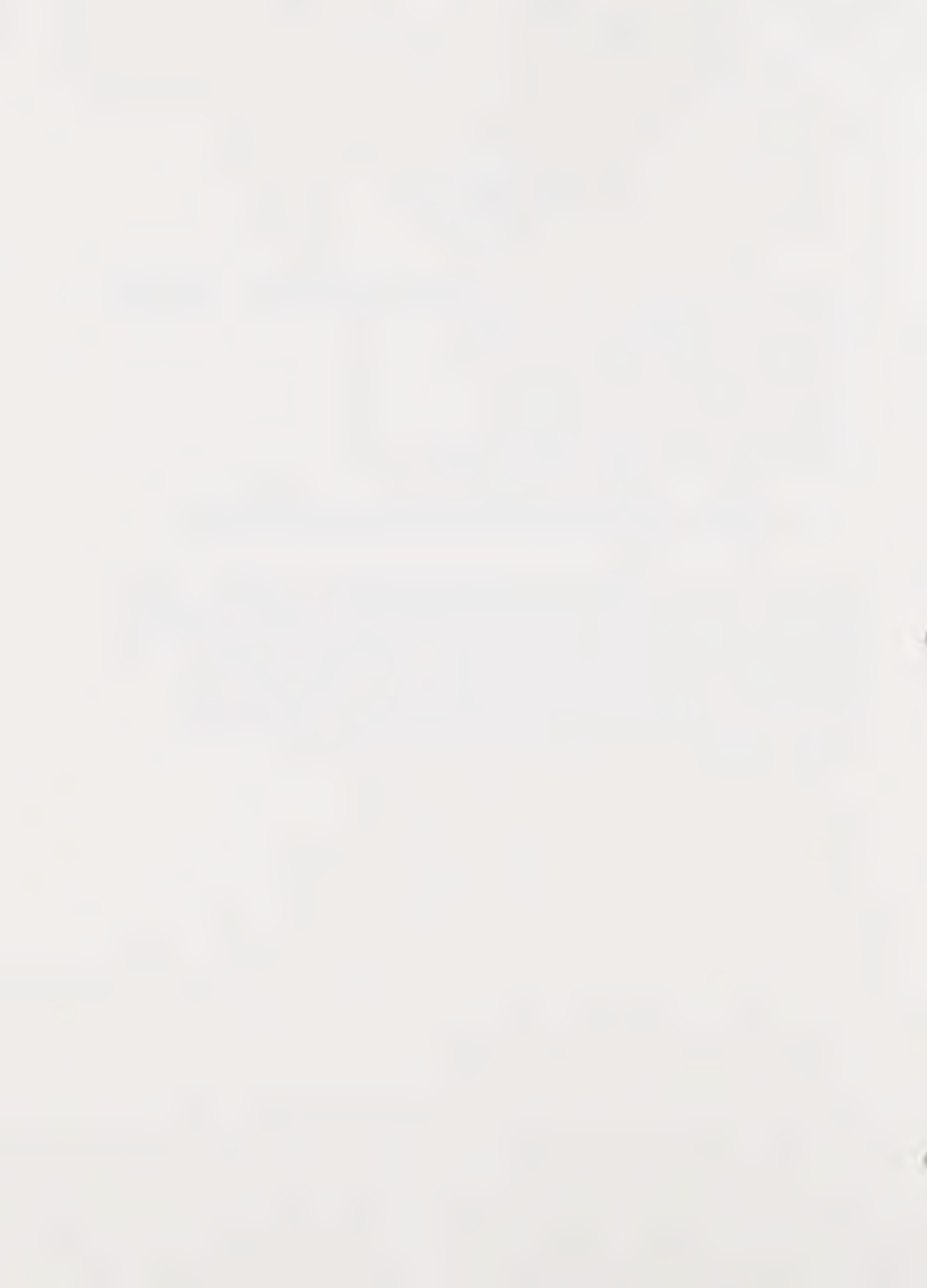


**TABLE 6**  
**INCOME DISTRIBUTION**  
 1983  
 City of Eureka

	Number of Households	Percentage
Very Low (less than 50% of median income)	2,778	27%
Other Lower (51-80% of median income)	1,543	15%
Moderate (81-120% of median income)	2,572	25%
Above Moderate (above 120% of median income)	3,396	33%

SOURCE: California Department of Housing and Community Development.  
 Humboldt County Regional Housing Needs Plan, March 23, 1984.

The relatively low incomes of Humboldt County residents compared to incomes statewide is also reflected in the number of individuals receiving public assistance. In July 1983, 8,593 individuals, or eight percent of Humboldt County residents, were receiving assistance under the Aid to Families with Dependent Children program. By comparison, six percent of California residents were receiving AFDC assistance. Again in July 1983, 10,401 individuals, or over nine percent of Humboldt County residents, were receiving assistance through the Food Stamp program, compared to seven percent statewide.



**TABLE 4**  
MEDIAN INCOME  
1979

	Eureka	Humboldt County	California
Household	\$13,679	\$14,774	\$18,248
Family	\$17,661	\$18,479	\$21,541

SOURCE: U.S. Census Bureau, 1980 Census

According to the U.S. Department of Housing and Urban Development, median household income in Humboldt County in 1984 is \$18,960.

Table 5 portrays the distribution of household and family income for Eureka in 1979.



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# OPEN SPACE & CONSERVATION



Open-space and conservation areas are essential in planning because they maintain and enrich the environment upon which people depend and within which people's activities take place. The understanding and knowledge about the possibilities and limitations inherent in the natural environment promotes better decisions which result in optimum productivity of resources, protection for critical resources, reduced risks to life, health and property and reduced costs for providing and maintaining public and private investments.

Considerable open-space areas exist within the Eureka area. Some of these open-spaces are used for agricultural and forestry purposes while other open-spaces are used for recreation or natural habitat areas. Still other open-space areas are subject to hazards, such as flooding or landslides. The delineation and preservation of open-space areas is an important General Plan concern.

The Eureka area is rich in natural resources. There exists good air quality, varied water resources, a productive fisheries habitat and eight (8) vegetation and wildlife habitats. These various habitats are the remnants of larger habitat areas that have been lost, in part, due to urbanization. Some of these habitat areas are represented in other portions of the County, and therefore, are not considered as being critical for conservation. Other habitat areas are, however, critical as these habitats are necessary for the support of various species. In the Eureka area these critical habitats relate strongly to Humboldt Bay and include: Eelgrass Beds, Mudflat Areas, Coastal Salt Marsh and Freshwater Marsh.

## POLICIES

1. The City should allow for selective development of major open-space areas around and within the City to allow for needed development yet continue to preserve vital portions of these open-space areas in their natural state in order to insure their maintenance as wildlife and fish habitat areas, natural drainage areas, agricultural areas and areas of passive recreation and outdoor education.
2. The City should retain economically viable and prime agricultural land in its present state as a land use priority.
3. The City should protect critical habitat areas and preserve the ecosystem of existing natural areas within the Eureka area.
4. The City should discourage any filling of Humboldt Bay.
5. The City should assure that changes in densities, land uses and traffic are consistent with the protection of adopted open-space areas.
6. The City should retain open-space needed to provide community and neighborhood identity, efficiency and amenities including urban

form and land to insulate conflicting land uses and act as a noise barrier.

## **PRINCIPLES AND STANDARDS**

1. Open-space land, especially intensely developed recreation areas, should be conveniently located to serve residential neighborhoods of the City. These open-space resources should give definition and identity to the residential neighborhoods.
2. A balanced variety of open-space and recreation land, active and passive, should be provided to meet the needs of all age groups in the City.
3. A coordinated system of greenways and trails for pedestrians, bikes and horses should be developed.
4. Intensively used neighborhood recreation facilities should be of adequate size, appropriately developed, achieve an excellence of design and be convenient to all forms of transportation.
5. Physical development should concentrate on smaller, intensively developed recreational sites while larger open-space resources should contain large areas of undeveloped and natural habitat.
6. Acquisition and development of open-space resources should be coordinated with County, regional and State planning and development.
7. Private property owners should be permitted to develop, where appropriate, by utilizing the Planned Unit Development (PUD) concept adjacent to gulch areas while insuring that gulch slopes and bottoms are retained in their natural state.
8. Open-space should be extended along, under or over major transportation
9. Areas of unique historic and scenic quality and areas containing identified critical habitats should be preserved. Critical habitat areas should not encourage mass public use so as to avoid polluting and degrading the habitat.
10. Multiple use of open-space resources should be encouraged.
11. The quantity and location of open-space should relate to development densities, distribution and characteristics of the people to be served.
12. Recreational needs of the elderly and handicapped should be incorporated in all public facilities.

## **PLAN PROPOSALS**

1. Designate the City's gulches as formal greenway areas allowing Planned Unit Development along the hillsides and areas not subject to flooding or slope instability.
2. Designate the land east of Murray Field (along Highway 101) primarily for agricultural usage.
3. Preserve from urban development critical habitat areas within the City. (These critical habitat areas are located primarily in Humboldt Bay, on Indian, Woodley and Daby Islands and on the marshy areas around the Eureka Slough.)
4. Retain, in an unurbanized manner, the ridge slopes in the area south of Lundbar Hills.

More detailed information related to this Element is available in the Natural Resources and Open-Space Technical Report.









# HUMAN SAFETY ELEMENT



California cities and counties have been subjected to unknown or unrecognized hazards in the form of earthquakes, floods, fires and other disastrous conditions. In an effort to reduce loss of life, injuries, damage to property and the physical, economic and social dislocation resulting from disasters, every city should include seismic safety and safety issues within its General Plan. This Human Safety Element addresses these seismic safety and safety issues. The City has a responsibility to consider all safety aspects or conditions which relate to the development of Eureka and its citizens.

## **POLICIES/ Geologic Hazards**

1. The City should prevent additional development in unstable land filled areas until reasonable action has been taken to correct this fill problem.
2. The City should prohibit urban development in areas which are identified as possessing a significant geological hazard.

## **Fire Safety**

3. The City should provide adequate all-year roads to those urbanized areas which currently lack direct road access and to those areas which, in the future, may need necessary road access.
4. The City should strengthen the on-going fire safety review process in an effort to increase the safety of all structures from fires.
5. The City should locate and maintain fire stations according to fire service area standards and maintain the water supply system to provide the required water flow for fire fighting purposes.

## **Structural Safety**

6. Structures within the community should be brought up to the highest possible level of safety as determined in State and local codes.
7. The City should seek to give special structural consideration and flexibility to officially identified historically and architecturally significant structures.
8. All parapets, signs and other ornamentation should be made safe from earthquakes.
9. All unreinforced masonry buildings which serve a public function should be modified to be earthquake safe, or if such a modification is not reasonably possible, public use of the building should be avoided.

## **Hazardous Activities**

10. The City should systematically and regularly review all accident contingency plans which relate to Eureka.
11. The City and State should seek to provide a less congested route through Eureka to be used for the transportation of heavy, as well as hazardous materials.

## **Crime Prevention**

12. The City of Eureka should seek to promote security considerations in all structures.
13. A crime safety review process should be developed to insure that all crime prevention concepts are considered in development.
14. The City of Eureka should make an effort to eliminate the opportunity, the desire and the ability for crime to occur, through public support and interested citizenry.

## **Medical Emergency & Disaster Preparedness**

15. The City should work with the County and other entities to establish a coordinated emergency communications system within Eureka.
16. The City should support and periodically update the various disaster plans concerning Eureka.

## **PRINCIPLES AND STANDARDS**

1. Development should be discouraged in areas known to possess a significant geologic or other substantial safety hazard (flooding, landslide, settlement, liquefaction).
2. Open-space uses should be encouraged in identified safety hazard areas.
3. Existing safety hazards should be mitigated whenever possible.
4. Public buildings (hospitals, schools, etc.) and community significant structures (nuclear power plants, fire stations, etc.) located in highly significant hazard areas should be modified to withstand the hazard or their present use discontinued.
5. In safety matters, the concept of an acceptable level of risk should be employed. The level of risk is based upon the number of people and critical facilities threatened.
6. Major access corridors should be available and unobstructed in case of major emergency or disaster.
7. Adherence to recognized standards and principles concerning fire facilities and procedures should be maintained.

## **PLAN PROPOSALS**

1. Discourage high density residential and other high occupancy uses (office buildings, retail establishments, schools, etc.) from locating within the flood zone and moderate slope stability hazard areas.
2. Insure that existing high density residential structures meet the requirements of applicable codes.
3. Encourage open-space and recreational uses in official flood zones and moderate slope stability hazard areas.

4. Encourage high density residential areas and concentrated commercial areas to provide for earthquake safety considerations including access for emergency vehicles and personnel.
5. Encourage a comprehensive geologic and engineering study pertaining to geologic hazards for the new development of any "critical facility" or large project.
6. Review access roads and utilities serving critical facilities (fire and police stations, hospitals, communication centers, etc.) to insure their availability during an emergency.
7. Encourage a design in developments which will build a sense of community and recognition, as an aid in deterring crime.
8. Encourage the type of design and landscaping which will allow for maximum observation opportunities for commercial areas, parking lots and structures and other areas of potential crime.

More detailed information related to this Element is available in the Human Safety Technical Background Information Report.











# NOISE ELEMENT



Noise, defined as unwanted or excessive sound, is now recognized as a major form of environmental pollution. Noise can be annoying, can interfere with sleep or recreation and, in extremes, may cause physical and psychological damage. Noise also interferes with safety and communication; it causes undue stress and generally lowers the quality of human life. Economic values may also be affected by noise. A noisy area generally is a less desirable place in which to live, work and play. Reduced property values or added costs for acoustical insulation may also result from unwanted noise.

One person's music may be nothing but noise to another person. The sound of music, for example, from a stereo may be enjoyable to someone but be mere noise to another who is trying to converse or relax in an adjoining house or apartment. Until recently, noise was largely excused as part of the cost of "progress". This audio invasion of privacy is no longer acceptable. This Noise Element addresses the issue of noise in Eureka and seeks to avoid or minimize excessive noise.

## POLICIES

1. The City of Eureka should protect residential and other sensitive land uses from major incompatible noise sources such as major transportation routes and facilities, as well as industrial and commercial areas.
2. The City should insure that new development, occurring within noise impacted areas is compatible with the existing noise levels.
3. The impact of temporary and construction-associated noise should be minimized so that it will not adversely affect adjacent land uses and activities.
4. The City of Eureka should work with the State of California, Department of Transportation to insure that adequate noise protection is provided for property adjacent to the Eureka Freeway.
5. The City should retain as much open-space as possible around Murray Field Airport to serve as a noise, safety and drainage buffer and noise sensitive land uses should be discouraged from locating around the Airport.
6. The City should coordinate with the County and other entities in an effort to mitigate noise problems which occur or may occur around Eureka's urban fringe.
7. Adoption and enforcement of a noise limiting ordinance should be undertaken in an effort to reduce and eliminate noise disturbances.

## PRINCIPLES AND STANDARDS

1. Residential neighborhoods should be free from high noise levels (over 65 dBA), particularly during the night.
2. Sensitive land uses (schools, hospitals, rest homes and special recreational areas) should be protected from high noise levels (over 60 dBA).
3. Lands near airports and other high noise producing activities should not be used for intensive population gatherings. These areas should contain compatible uses.
4. People in all parts of the City should not be involuntarily exposed to noise levels which are high enough to cause hearing damage.
5. Existing noise conflicts should be mitigated as much as possible or eliminated at the source. Mitigation measures should be based upon a determination of the relative costs and benefits incurred by such measures.
6. No new housing, schools, libraries, religious institutions, health facilities or other gathering places shall be encouraged to locate on land presently or expected to be subjected to high noise levels (over 65 dBA).

### Maximum Noise Levels

LAND USE AREAS	EXTERIOR ( $L_{10}$ )	INTERIOR ( $L_{10}$ )
Noise Sensitive Areas (hospitals, rest homes)	45-65 dBA	45 dBA
Residential Areas	45-65 dBA	45 dBA
Commercial Areas	45-70 dBA	55 dBA
Industrial Areas	45-75 dBA	*

\*Standards Not Developed

### PLAN PROPOSALS

1. Discourage residential and other noise sensitive development in areas subject to high noise levels such as the industrial area west of Broadway, around Murray Field Airport, along the railroad right-of-way, and along Highway 101.
2. Insure that noise generators in mixed residential-commercial structures do not exceed an exterior noise level of 65 dBA.
3. Establish areas of significant noise concern (all areas exposed to noise levels exceeding 65 dBA  $L_{10}$ ).
4. Insure that structures located within areas of significant noise concern provide for noise barriers, adequate noise insulation, or acoustical site planning to achieve an interior noise level no greater than 55 dBA  $L_{10}$  in commercial structures and 45 dBA  $L_{10}$  in residential and other noise sensitive structures.
5. Prepare a noise ordinance to regulate noise disturbances within the City.
6. Encourage the location of all new noise generating facilities in areas which are compatible to the noise thus produced.

More detailed information related to this Element is available in the Noise Technical Background Information Report.

312, California Housing Finance Agency, the Community Development Block Grant Program, Redevelopment Agency tax increment revenues, and the City's housing revolving fund.

During the 1970s, the City of Eureka was a "hold harmless" community and therefore had an assured funding commitment from HUD through the Community Development Block Grant Program to support the ERAP program. With the expiration of the City's "hold harmless" status in 1980, the City has had to rely increasingly on discretionary federal and state grants (and these programs have been declining) and on local sources including tax increment monies and income from interest on the revolving fund and loan repayments.

In 1982 the City received a \$170,000 allocation of loan funds from HCD's Deferred Payment Rehabilitation Loan Program for rehabilitation of 14 single resident occupant (SRO) units in the Driftwood Hotel and 11 low income townhouse units in Armory Hall in the Core Area. In 1983 the City applied to the same program for funds to rehabilitate 20 units in the American Exchange Hotel in the Core Area, but the application was withdrawn at the property owner's request. In 1983 the City applied unsuccessfully for a Small Cities Community Development Block Grant to rehabilitate nine senior housing units in the Washington Neighborhood. The City applied in 1984 for \$50,000 from HCD's Deferred Rehabilitation Loan Program to support rehabilitation efforts in the Jefferson Neighborhood.

The HAB has also played an important role in securing grants and loans for other agencies and groups in Eureka for new construction. In 1980, the HAB was instrumental in securing a HUD Section 202 loan for the Salvation Army to construct the 152 unit Silvercrest Senior Housing Project. The HAB also played a role in packaging three separate Eureka Housing Authority projects, totalling 50 units, using CHFA, City, Block Grant and Housing Authority funds.

The City's ERAP program is complemented by the various programs of the Eureka Housing Authority. The Housing Authority has long owned and operated 200 units of "conventional" assisted housing in the City of Eureka. During the 1982-84 period, the Housing Authority developed an additional 40 units of housing, including 19 units adjacent to the Washington School/Senior Citizens Center. The Housing Authority currently administers rent subsidies ("existing") for 440 units. The Housing Authority also has the authority to develop an additional 124 units of assisted housing (the remaining number of units from an Article 34 referendum passed in 1976.) Unfortunately, changes in federal regulations, effective July 1, 1984, will limit eligibility for Housing Authority assistance to households with incomes below 50 percent of median income. Until this change, the Housing Authority could assist households with incomes up to 80 percent of median income.

In summary, the combined efforts of the City of Eureka, the Eureka Housing Authority, and the private sector have been quite effective in implementing City housing policies and in achieving the objectives for assisted housing stated in the 1981 revised housing element.













The Scenic Route Element is one of a number of governmental responses to the increasing emphasis which the general public is placing on the quality of its total environment. Particular attention is given to the fact that many of the perceptions people have to their surroundings occur while moving and traveling.

Although the predominant form of rural travel is via the private automobile, the Plan recognizes that the auto is only one mode of travel which should be considered in a Scenic Route Element. Mass transportation routes, bikeways and pedestrian walkways should also enjoy visual amenities wherever feasible.

People often have an idealized picture of the term "scenic road". Many envision a pastoral, meandering roadway through the natural countryside or a rocky rambling road through the mountains or along undeveloped shoreline. Certainly many scenic routes do depend on natural landscapes for aesthetic qualities and, in the past, many formally designated routes have been established in basically rural areas, but neither natural beauty nor rural settings are needed for the designation of a "scenic corridor".

Although it is not presently common for scenic roads to be found near or in developed areas, this is where a great need does exist. People-made vistas, such as historical and architectural sections in Eureka, may also provide substantial scenic enjoyment.

## **POLICIES**

1. The City should support a scenic route system which will display people-made and natural features and vistas.
2. The City should protect and enhance the scenic resources of the area, utilizing appropriate guidelines and programs, as well as other necessary means which will benefit the program.
3. The City should ensure that the scenic route rights-of-way are maintained in an attractive manner.
4. The City should incorporate bicycle lanes and pedestrian walkways along scenic routes, whenever possible.
5. The City should support observation points and related facilities along scenic route corridors.
6. The City should encourage meaningful citizen participation in the entire route beautification process.

7. The City should encourage organized citizen groups interested in displaying and developing the architectural and historical values of the community.
8. The City should create a pleasing entryway configuration at the southern and northern extremities of the City to present a positive, aesthetic impact upon entering Eureka.
9. The City should establish a public information system which will guide and direct visitors to various scenic areas in the community.
10. The City should convey to other areas outside the City, support for a regional scenic route.

## **PRINCIPLES AND STANDARDS**

1. A scenic route network should be conveniently accessible to all the people in the area.
2. The scenic route should compliment the Land Use, Circulation and other Elements of the General Plan.
3. The scenic route network should be clearly defined and allow for smooth, uninterrupted flow of movement.
4. The scenic route should provide facilities for multi-modes of transportation such as bicycles, pedestrians and vehicles.
5. Vantage points, rest and information areas should be accessible to the public from scenic routes where important views of the community are revealed.
6. Scenic routes should expose diversified scenic amenities of the community.
7. Urban development within the scenic corridor should be compatible with the scenic nature of the road.
8. Conditions which promote deterioration of scenic qualities should be modified or eliminated.
9. Street furniture and other accessory amenities which serve to enliven and enhance the use of scenic routes should be provided.
10. Consider the following issues for lands within designated scenic corridors:
  - Additional building setbacks
  - Architectural and site design review
  - Historic site preservation
  - On-premise signs
  - Outdoor advertising and time limits for removal of non-conforming signs
  - Screening and landscaping
  - Building heights, mass and placement
  - Public and private outdoor lighting
  - Establishment of Scenic Corridor Zone
  - Limiting cuts and fills
  - Easement dedication
  - Underground utilities

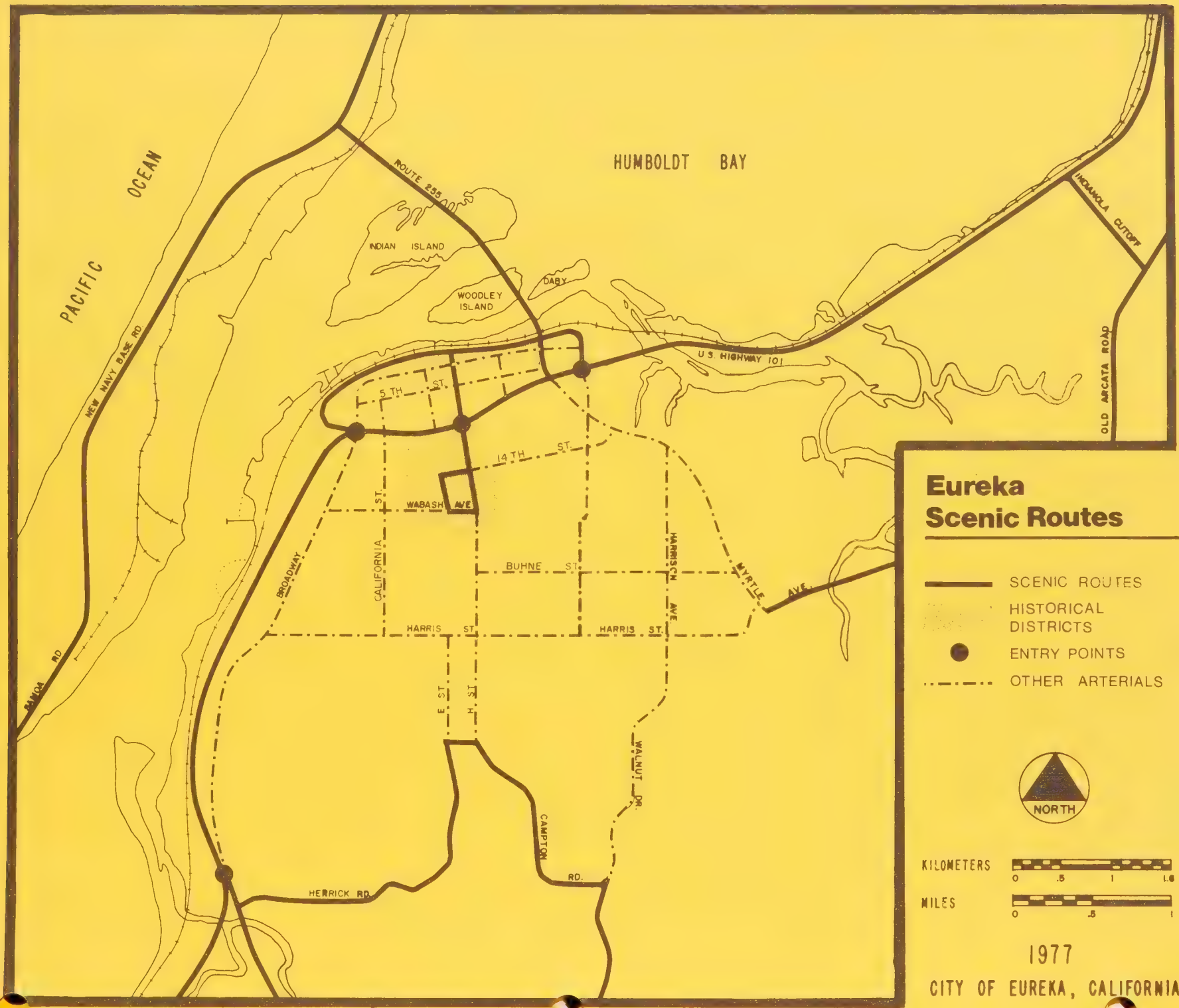
## **PLAN PROPOSALS**

1. Implement the urban and rural scenic route system as is shown on the Scenic Route Plan Map.
2. Work with the Chamber of Commerce to upgrade the Chamber office as a joint City-Chamber informational center.

3. Establish a scenic route-informational network to direct the visitors attention to established scenic routes and areas of tourist interest.
4. Consider the establishment of informational and promotional kiosks at appropriate locations along Highway 101 at the southern and northern entries to the City.
5. Consider the establishment of a scenic vista point on Indian Island adjacent to Route 255. This vista point would be designed so as to cause minimal impacts to the wildlife refuge.
6. Consider the establishment of scenic vista points at the boat basin, at the Woodley Island Marina and at the Carson Mansion. Less formal scenic view areas should be available frequently along the waterfront in conjunction with the waterfront walkway system.
7. Scenic vista points should provide parking space for up to five (5) cars and should contain benches and other outdoor furniture.

More detailed information related to this Element is available in the Scenic Routes Technical Background Information Report.





## Eureka Scenic Routes

- SCENIC ROUTES
- HISTORICAL DISTRICTS
- ENTRY POINTS
- OTHER ARTERIALS



1977  
CITY OF EUREKA, CALIFORNIA







# CORE AREA ELEMENT



The Eureka Core Area Development Plan is a specific plan dealing with the City's Core Area. The Core Area includes approximately 960 acres within the City and contains the central commercial district, historic portions of the waterfront, industrial activities, and parts of the oldest residential districts in town. The Plan contains a set of coordinated programs through which an improved urban environment can be achieved. It is also a composite of recommendations for the proper use of land, the improvement of streets, the creation of parks and other public spaces, the development of pedestrian and bicycle pathways, the staging of public improvements and the overall Core Area physical environment. The overall objective of the Core Area Development Plan is to achieve progress and, at the same time, maintain the qualities which have made Eureka a good place to live and work.

## POLICIES

1. Existing employment should be protected and new and expanded employment resources should be developed for local residents.
2. The waterfront should be redeveloped as an employment center and also as a tourist and recreational source, maximizing to the extent possible, its inherent, scenic and historic values.
3. Frequent and well planned public access should be provided to Eureka's waterfront so that maximum public use and enjoyment of this significant local resource can be achieved.
4. All responsible measures should be taken to reduce noise levels on Fourth and Fifth Streets. After the opening of the Eureka Freeway, all through-trucks are to be prohibited within the Core Area except on specifically designated routes.
5. Structures of historic or architectural interest should be preserved and, wherever possible, rehabilitated. In cases where such structures might be used to better advantage in new surroundings, they should be relocated.
6. In order to ensure the preservation of the urban qualities, variety of choice, the unique services, and the environment of downtown Eureka, land use policies should be instituted which will encourage improvements of existing commercial resources within the Core Area.
7. New off-street parking facilities should be established which will provide convenient parking spaces properly distributed in relation to shopping facilities.

8. Conditions for shoppers and tourists walking within the heart of downtown should be improved within selected rights-of-way. These improvements include covered walkways and other appropriate climate-controlling devices.
9. The Core Area development policies should be consistent with the policies of the General Plan and the Local Coastal Program.

## **PRINCIPLES AND STANDARDS**

1. The Core Area should be provided with adequate and joint-use off-street parking. This parking should be provided by lots and structures located within and at the edges of the Central Business District. Access to this off-street parking should be provided through alleys. Employee parking facilities should be at the fringe of the Central Business District.
2. A pedestrian oriented mall should connect the waterfront area to the Central Business District. The mall should be protected from wind and rain by canopies or other means of weather protection. A water's edge pedestrian way should also exist along the waterfront area. All major pedestrian systems should be minimally interrupted by vehicular traffic.
3. Public transportation should be provided to all portions of the Core Area, particularly the Central Business District and from designated employee parking facilities.
4. A bikeway system should link the Core Area to other areas of the City. At significant destination points, bicycle parking and storage should be provided.
5. A consolidated automobile sales area should be located in the Core Area adjacent to the Central Business District.
6. A community conference center should be located in the Core Area near hotels and numerous eating services. A site along the waterfront is preferred.
7. Governmental offices which are used by the public should be concentrated in a Civic Center area of the Core Area which is serviced by public transportation and is adjacent to the Central Business District.
8. A variety of housing should be available within the Core Area, special attention should be paid to the housing needs of the elderly, handicapped and those with a low or moderate income. Housing should be provided in verticle combination with offices and other commercial establishments when these uses are compatible. Joint use of parking is essential.
9. Parks and open-spaces should be provided for throughout the Core Area, particularly along the waterfront, Second Street and the "F" Street Mall.
10. The Core Area, particularly the Central Business District, should be provided with immediate arterial access. Arterial and collector streets should cross the Freeway at major intersections in order to link the Core Area with major residential neighborhoods.
11. Parking facilities should be located adjacent to odd-numbered streets and be immediately off arterials and the Freeway.



## PLAN PROPOSALS

1. Designate as Central Business District the central portion of the Core Area.
2. Establish an Office-Residential and a Commercial-Residential area at the eastern portion of the Core Area.
3. Include the area at the east end of the Samoa Bridge within the Commercial-Residential area.
4. Designate as Commercial-Service, the western portion of the Core Area.
5. Establish within the Commercial-Service area, a special automotive priority use area.
6. Establish within the Office-Residential area adjacent to the existing County Courthouse and City Hall, a Civic Center governmental use area.
7. Establish within the Central Business District, off-street parking lots and structures. These parking lots and structures should be located towards the periphery of the Central Business District. Access to these parking facilities should be provided by alleys and side streets so as to minimize ingress and egress congestion on the commercial streets. Employees of establishments in the Central Business District should be encouraged to park in fringe-area facilities and to use the established mass transportation system.
8. Establish Broadway, Third, Fourth, Fifth, "H", "M", "E" and "N" Streets as arterials to function, in conjunction with the Eureka Freeway, as the major street system within the Core Area.
9. Establish a pedestrian mall along the "F" Street right-of-way from the waterfront to Seventh Street, including climate controlling devices and street furniture.
10. Conserve and, whenever possible, redevelop the historically and architecturally significant structures within Old Town and other portions of the Core Area.
11. Establish small parks, plazas and other public spaces throughout the Central Business District, particularly along Second Street and the "F" Street mall and adjacent to the Eureka Freeway.
12. Establish the new Waterfront Drive and Seventh Street as collector streets within the Core Area.
13. Establish the new Waterfront Drive and Second Street as part of the scenic route network.
14. Establish a Class I bikeway along the new Waterfront Drive and allow for a Class II bikeway within the Central Business District. At significant destination points, bicycle parking and storage should be provided.
15. Allow for housing in vertical combination with offices and other commercial establishments in areas designated for Office-Residential and Commercial-Residential uses. Joint use of parking is encouraged. Use of air-rights in specific cases could potentially increase the development opportunities in the Core Area and financially contribute to the well being of the City.

More detailed information related to this Element is available in the Eureka Core Area Development Plan.











In 1976, the California Legislature adopted and the Governor approved the California Coastal Act of 1976. This Act provides for the establishment of the California Coastal Zone Conservation Commission and six (6) regional Coastal Zone Conservation Commissions and requires the Commission to perform designated planning functions within the coastal zone. One of the designated planning functions required by the Act is the development of a Local Coastal Program by each city and county lying within the coastal zone. Once approved and certified, the Local Coastal Program becomes the jurisdiction's guide for coastal development.

The City of Eureka, desiring to eventually extend its active redevelopment activities into the Eureka Waterfront Area, has determined such activities should only occur according to the principles established by a detailed plan for the area and that such plan be in conformance with the policies of the CALIFORNIA COASTAL PLAN.

The Waterfront Element encompasses the continuation and enhancement of established conforming waterfront-related land uses, phasing out of incompatible land uses, and creation of new activities complimentary to overall planning objectives for the area.

This Element is an initial step in achieving State certification of a Local Coastal Program. Once a Local Coastal Program is prepared and adopted, it is expected to become an Element of this General Plan.

## **POLICIES**

1. Public access to the waterfront should be protected, encouraged and, where possible, provided, including visitor, recreational and housing opportunities for persons of low and moderate income.
2. Coastal recreation facilities should have priority over private residential, general industrial and general commercial development but not over agriculture or coastal-dependent industry.
3. Marine resources should be maintained, enhanced and, where feasible, restored, including facilities serving commercial and recreational boating.
4. Sensitive coastal habitat areas should be protected.
5. Prime agricultural land should be encouraged to remain in agricultural production.
6. New waterfront development should be located within or in close proximity to existing developed areas.

7. The scenic and visual qualities of the coast should be protected.
8. Coastal dependent industrial facilities should be encouraged to locate or expand within existing sites.
9. Coastal dependent developments should have priority over other types of waterfront development.
10. Wherever feasible, public facilities should be distributed throughout the coastal area.

## **PRINCIPLES AND STANDARDS**

1. Locational priority should be given to waterfront-dependent uses along the waterfront.
2. Existing land uses along the waterfront which are not water-dependent should be phased out or relocated to other compatible areas in a manner that will minimize adverse economic impacts.
3. Existing coastal-related uses should be enhanced, expanded and development should be concentrated within areas of the waterfront which are adequately provided with utilities and other urban services.
4. Public access to the waterfront should be enhanced and encouraged through the provision of access points located at intervals along the waterfront. Vista points, small parks and public fishing piers should also be provided along the waterfront. Continuous pedestrian access parallel to the Eureka Waterfront and connecting open-spaces is essential while considering private development needs.
5. The waterfront area should be easily accessible to various forms of transportation, including public transportation, walking and bicycles.
6. Parking should be provided as joint-use facilities in the waterfront area but it should not be located directly adjacent to the water's edge.
7. The waterfront area should incorporate a balanced approach of uses oriented toward public use of the waterfront and water-dependent private development.
8. Coastal and waterfront uses should be compatible with adjacent areas and high standards of design and maintenance should be employed.
9. Existing and potential environmental degradation should be avoided.
10. Rehabilitation of compatible uses and facilities should be encouraged.
11. Prohibit linear development along Highway 101 between Eureka and Arcata.

## **PLAN PROPOSALS**

1. Designate as Waterfront-Commercial (a diverse water related mixed use category) the entire northern waterfront area.
2. Reserve for industrial use the western waterfront area.
3. Provide for waterfront parks along the shoreline of the City connected by pedestrian waterfront walkways.
4. Expand and improve the facilities at the City's Boat Basin.
5. Establish for fishery related uses the northeastern portion of the waterfront adjacent to the Boat Basin.

6. Relocate, when possible, the non-water-dependent industrial uses found along the northern waterfront to appropriate locations in the City's industrial area west of Broadway or east of the Samoa Bridge.
7. Preserve for ocean-dependent industry, sites along the waterfront in the industrial area west of Broadway.
8. Establish a walkway system located on the shoreline throughout the City's waterfront area.
9. Establish scenic vista points at various locations along the waterfront. Vista points would be located at the Boat Basin, near the Carson House, on Indian Island overlooking the wildlife refuge and at the Woodley Island Marina in addition to the waterfront at "F" Street.
10. Establish a marina complex on Woodley Island while insuring that this water related development is as compatible as possible with the remaining critical habitat areas on the Island.
11. Designate for open-space use the critical habitat areas found on Indian, Woodley and Daby Island and along the Eureka Slough.
12. Preserve the wildlife refuge located on Indian Island.
13. Designate for non-urban use the area along Highway 101 east of Murray Field Airport to the Indianola cutoff.
14. Promote cluster uses and avoid linear development from occurring along Highway 101 between Eureka and Arcata.
15. Provide for off-street parking within the waterfront area. Parking should, however, not be located immediately adjacent to the shoreline.
16. Maximize public access to the Bay.
17. Avoid the placement of structures which will interfere with major viewsheds.

More detailed information related to this Element is available in the Local Coastal Program, Core Area Section Background Information Report.





## **General Plan Technical and Environmental Appendices**

1. EUREKA CORE AREA DEVELOPMENT PLAN
2. THE EUREKA GENERAL PLAN, AN OVERVIEW
3. POPULATION TECHNICAL REPORT
4. ECONOMIC CONDITIONS TECHNICAL REPORT
5. LAND USE TECHNICAL REPORT
6. TRANSPORTATION TECHNICAL REPORT
7. COMMUNITY FACILITIES AND UTILITIES TECHNICAL REPORT
8. HOUSING TECHNICAL REPORT
9. NATURAL RESOURCES AND OPEN-SPACE TECHNICAL REPORT
10. HUMAN SAFETY TECHNICAL REPORT
11. NOISE TECHNICAL REPORT
12. SCENIC ROUTE TECHNICAL REPORT
13. WATERFRONT (CORE AREA SECTION) TECHNICAL REPORT
14. ENVIRONMENTAL IMPACT REPORT: EUREKA - ARCATA REGIONAL SEWAGE FACILITY PROJECT; R.A. Rasmussen, Environmental Research Consultant, Inc.; 1974
15. ENVIRONMENTAL IMPACT REPORT: REGIONAL TRANSPORTATION PLAN FOR HUMBOLDT COUNTY; Humboldt County Association of Governments; January 17, 1975
16. ENVIRONMENTAL IMPACT REPORT: EUREKA TOMORROW REDEVELOPMENT PROJECT; D'Amico & Associates, Inc.; November 1973
17. FINAL ENVIRONMENTAL IMPACT STATEMENT: ROUTE 101 BETWEEN ELK RIVER AND 1.3 MILES NORTHEASTERLY OF EUREKA SLOUGH; State of California Department of Public Works, Division of Highways; June 1971
18. SUPPLEMENTAL REPORT TO ENVIRONMENTAL IMPACT STATEMENT ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION COVERING ROUTE 101 BETWEEN ELK RIVER AND 1.3 MILES NORTHEASTERLY OF EUREKA SLOUGH IN HUMBOLDT COUNTY AND THE CITY OF EUREKA; State of California Department of Public Works, Division of Highways; February 1973
19. FINAL ENVIRONMENTAL IMPACT ANALYSIS: COMMUNITY DEVELOPMENT BLOCK GRANT, CITY OF EUREKA; D'Amico & Associates, Inc.; April 1975
20. FINAL SUPPLEMENTARY ENVIRONMENTAL IMPACT ANALYSIS: COMMUNITY DEVELOPMENT BLOCK GRANT, CITY OF EUREKA; D'Amico & Associates, Inc., City of Eureka Department of Community Development; April 1976
21. ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF EUREKA SPECIFIC ADDITIONAL ELEMENTS, GENERAL PLAN PROGRAM; Environmental Research Consultants, Inc.; October 7, 1975

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## General Plan Appendices

1. Eureka Core Area Development Plan
2. The Eureka General Plan, An Overview
3. Population Technical Report
4. Economic Conditions Technical Report
5. Land Use Technical Report
6. Transportation Technical Report
7. Community Facilities and Utilities Technical Report
8. Housing Technical Report
9. Natural Resources and Open Space Technical Report
10. Human Safety Technical Report
11. Noise Technical Report
12. Scenic Route Technical Report
13. Waterfront (Core Area Section) Technical Report

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Charles F. Goodwin, Jr.

James A. Howard

Lowell S. Mengel

Harold Reardon, Jr.

CITY MANAGER, James M. Evans

CITY ATTORNEY, Melvin S. Johnsen

CITY CLERK, Patricia A. Banducci

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Dale K. Smith, *Vice-Chairman*

Henry Appleton

Marvin D. Backlund

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Richard Cassady

Marge Custis

Lois Olsen

Guy Yost

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Sharon Rasmussen, *Secretary*

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Robert Morelli, *Redevelopment Accountant*

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Ronald E. Ballew, *Assistant Planner*

Caroline Kramer, *Planning Aide*

## Introduction

The Eureka General Plan consists of three documents: Text, Map and thirteen Technical Reports. Technical Reports are published separately from the Map and General Plan Text. General Plan Technical Reports analyze the following subjects: Population; Economic Conditions; Land Use; Transportation; Community Facilities and Utilities; Housing; Natural Resources and Open Space; Human Safety; Noise; Scenic Routes; Waterfront; Core Area; and a General Plan Overview. A General Plan Map visually presents the physical relationship of all elements of the text.

The General Plan is an expression in words and maps of City policy regarding future development, based on the needs and desires of its citizens. It sets forth development guidelines needed to achieve social, economic and environmental goals and objectives. The General Plan is the official document governing City Council, Planning Commission and administrative decisions regarding the zoning, subdivisions, public improvements and environmental matters.

## Summary

The primary goal of the Eureka General Plan is to promote an efficient and effective pattern of growth and development in a coordinated manner while providing maximum choice and opportunity for all Eureka residents as to where and how to live, work, play, learn and shop within established goals and policies.

Eureka and its immediate regional population is projected to grow at a rather moderate rate. It is estimated that by 1995, Eureka's population will be within the range of 27,300 to 31,300 and the Planning Evaluation Area population will range between 43,900 to 51,900. It is assumed that the Eureka Freeway will be implemented during the planning period of the General Plan.

The Plan encourages infilling priority of buildable vacant land and upgrading the quality of established residential areas in accord with the neighborhood-unit concept. The Plan directs new development into the non-sensitive, non-hazardous open space adjacent to the City's Gulch Greenways, while providing reasonable protection from potential hazards such as flood and landslide. The Plan proposes to retain all presently operating schools in order to provide adequate educational facilities for future population growth and distribution.

The Plan includes neighborhood parks to be located

in Jefferson, Lundbar Hills, Samoa, LaFayette, Worthington, Grant, Pine Hill and along the waterfront near "K" Street. As an essential segment of the City's overall recreational needs, the Plan proposes several waterfront plazas along Humboldt Bay shores and the creation of a formal Gulch Greenway System coordinating the City's natural gulches, waterfront, active recreational areas and the passive open space surrounding the City.

Additional public uses identified in the Plan are these: a marina on Woodley Island and a fire station near Harris and "J" Streets.

In order to meet overall community needs, the Plan proposes the upgrading and expanding of the Bazar-Montgomery Ward area into a multi-use community shopping area and the revitalization of the Central Business District according to the Eureka Core Area Development Plan and Redevelopment Plan. On the neighborhood level, essential everyday commercial needs are provided at the sub-neighborhood and neighborhood shopping levels. The Plan proposes the retention of small, scattered grocery stores and established neighborhood shopping areas.

Three categories of residential densities are contained in the Plan: Rural and Estate Densities (minimum lot size of 12,000 square feet) located in highly scenic areas adjacent to gulches while utilizing planned unit development principles and concepts; Suburban Densities (minimum lot size of 6,000 square feet) located in the central and southern portions of the City; and Medium and High Densities (eight to 43 dwelling units per net acre) located in the northern and southwestern portion of the City.

In order to meet present and future needs of housing in the City, the Plan proposes incentives and direct assistance for the rehabilitation of approximately 2,000 housing units and the provisions of an additional 2,000 new dwelling units.

The Plan proposes to retain unstable and scenic slopes, flood and marshy areas for visual recreational purposes and the retention of prime agricultural land.



**PRINCIPLES AND STANDARDS/  
Commercial**

Adequate off-street parking facilities should be provided and joint-use encouraged. Sub-neighborhood shopping should not provide off-street parking or loading areas so as to avoid major impact on adjacent residential uses.

Design of commercial developments should blend with adjacent structures and areas.

Deteriorated and deteriorating commercial areas should be rehabilitated or converted to other productive uses in accord with the land-use plan.

String and sprawling development should be discouraged and consolidation and clustering of uses promoted.

**Commercial Services Standards**

TYPE OF SERVICE	LEADING OCCUPANTS	SITE SIZE (ACRES)	RADIUS OF SERVICE (MILES)	LOCATION
Sub Neighborhood	Small Grocery Store	1,000-2,000 Square Feet Floor Area, Lot Size 5,000-7,000 Square Feet	1/4-3/4	Access From Collector Street
Neighborhood	Super Market, Drug Store	5-10	3/4-1 1/2	Access From Arterial Street
Community	Variety Stores, Junior Department Stores	5-20	1 1/2-2	Near Intersection of Arterial Streets
Central Business District	Large Department Stores	20-100	The Whole County	Access From Freeway or Other Major Highway
Service Commercial	Automobile Related (Gas Stations, Repair Services, Motels, etc.)	1-5	Varies	Along Arterial Streets Fronting Freeways and in Proximity to Major Highway Intersections

**PRINCIPLES AND STANDARDS/  
Industrial**

Industrial and heavy commercial areas should be located close to major transportation resources (freeways and major highways, railroads, waterfront facilities) to minimize unnecessary and disruptive traffic through residential and other sensitive sections of the City.

Residential uses should not be located within prime industrial areas so as to avoid conflicts and the provision of unnecessary services and facilities.

Mixed industrial and commercial uses should be permitted only when such uses are determined to be compatible or necessary for operations.

Industrial uses should avoid creating substantial pollution, noise, glare, odor or other significant offensive activity which would contribute negatively to adjacent uses and other areas of the City.

Industrial uses should be located in areas which are free from foundation, drainage and flooding

**Industrial Average Standards**

TYPE OF INDUSTRY	ACRES PER 1,000 PEOPLE
Forestry Related	6 1/2
Fishery Related	1/2
General Industry	5
Total Industry	12

problems and which contain a sufficient reserve for future growth. Within industrial areas, slopes should not be in excess of five percent.

Within industrial areas, the streets and corners should be sufficiently wide to easily accommodate truck traffic. There should be ample space for truck loading, parking and maneuvering and streets and railroads should cross at a minimum number of points.

Prime industrial land should be protected from encroachment by non-industrial uses.

Uses dependent on waterfront locations should receive support for sites along industrially designated lands of Humboldt Bay.

**Housing Element**

Substandard housing with life-safety deficiencies should be given priority for housing rehabilitation and allocation of housing assistance programs.

Preservation and rehabilitation of older housing in the community should be encouraged and particular attention should be given to official historically and architecturally significant structures.

Housing structures and the related outdoor environment should be designed to avoid abrupt changes in building scale and character.

Through site, architectural and landscape design, residential structures should be protected from adverse climatic conditions.

Rehabilitation of existing housing stock should be emphasized in all areas of the City.

**Core Area Element**

The Core Area should be provided with adequate and joint-use off-street parking. This parking should be provided by lots and structures located within and at the edges of the Central Business District.

for pedestrians, bikes and horses should be developed.

Physical development should be concentrated on smaller recreational sites while larger open space resources should contain great undeveloped areas and natural habitat.

Private property owners should be permitted to develop, where appropriate, by utilizing the Planned Unit Development (PUD) concept adjacent to gulch areas while insuring that gulch slopes and bottoms are retained in their natural state.

Areas of unique historic and scenic quality and areas containing identified critical habitats should be preserved.

**Waterfront Element**

Locational priority should be given to waterfront-dependent uses. Existing land uses along the waterfront which are not water-dependent should be phased out or relocated.

Existing coastal-related uses should be enhanced

**PRINCIPLES AND STANDARDS/  
Industrial**

Industrial and heavy commercial areas should be located close to major transportation resources (freeways and major highways, railroads, waterfront facilities) to minimize unnecessary and disruptive traffic through residential and other sensitive sections of the City.

Residential uses should not be located within prime industrial areas so as to avoid conflicts and the provision of unnecessary services and facilities.

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Within industrial areas, the streets and corners should be sufficiently wide to easily accommodate truck traffic. There should be ample space for truck loading, parking and maneuvering and streets and railroads should cross at a minimum number of points.

Prime industrial land should be protected from encroachment by non-industrial uses.

Uses dependent on waterfront locations should receive support for sites along industrially designated lands of Humboldt Bay.

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Substandard housing with life-safety deficiencies should be given priority for housing rehabilitation and allocation of housing assistance programs.

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Housing structures and the related outdoor environment should be designed to avoid abrupt changes in building scale and character.

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Rehabilitation of existing housing stock should be emphasized in all areas of the City.

**Core Area Element**

The Core Area should be provided with adequate and joint-use off-street parking. This parking should be provided by lots and structures located within and at the edges of the Central Business District.

A pedestrian oriented mall should connect the waterfront area to the Central Business District. The mall should be protected from wind and rain by canopies or other means of weather protection. A water's edge pedestrian way should also exist along the waterfront area.

A consolidated automobile sales area should be located in the Core Area.

A community-conference center should be located in the Core Area near motels and numerous eating services.

Governmental offices which are used by the public should be concentrated in a Civic Center area of the Core Area.

A variety of housing should be available within the Core Area; special attention should be paid to the housing needs of the elderly, handicapped and those with a low or moderate income.

Parks and open spaces should be provided for throughout the Core Area.

**Open Space & Conservation Element**

Open space land, especially intensely developed recreation areas, should be conveniently located to serve residential neighborhoods of the City.

A coordinated system of greenways and trails

for pedestrians, bikes and horses should be developed.

Physical development should be concentrated on smaller recreational sites while larger open space resources should contain great undeveloped areas and natural habitat.

Private property owners should be permitted to develop, where appropriate, by utilizing the Planned Unit Development (PUD) concept adjacent to gulch areas while insuring that gulch slopes and bottoms are retained in their natural state.

Areas of unique historic and scenic quality and areas containing identified critical habitats should be preserved.

**Waterfront Element**

Locational priority should be given to waterfront-dependent uses. Existing land uses along the waterfront which are not water-dependent should be phased out or relocated.

Existing coastal-related uses should be enhanced and expanded, and development should be concentrated within the areas of the waterfront which are adequately provided with utilities and other urban services.

Public access to the waterfront should be enhanced and encouraged. Vista points, small parks and public fishing piers should also be provided.

Parking should be provided as joint-use facilities in the waterfront area but it should not be located directly adjacent to the water's edge.

Rehabilitation of compatible uses and facilities should be encouraged.

**Human Safety Element**

Development should be discouraged in areas known to possess a significant geologic or other substantial safety hazard (flooding, landslide, settlement, liquefaction).

Open space uses should be encouraged in identified safety hazard areas.

In safety matters, the concept of an acceptable level of risk should be employed. The level of risk is based upon the number of people and critical facilities threatened.



Adopted by the Eureka City Planning  
Commission on July 11, 1977

*Thomas S. Hannah* *Jack Segal*  
Thomas Hannah Jack Segal  
Chairman Executive Secretary

Adopted by the Eureka City Council  
on September 20, 1977

*Sam J. Sacco* *Patricia Banducci*  
Sam Sacco Patricia Banducci  
Mayor City Clerk

THE PREPARATION OF THIS MAP WAS FINANCED,  
IN PART, THROUGH A COMMUNITY DEVELOPMENT  
BLOCK GRANT FROM THE DEPARTMENT OF HOUSING  
AND URBAN DEVELOPMENT

CITY OF EUREKA  
DEPARTMENT OF COMMUNITY DEVELOPMENT

PACIFIC OCEAN



## PRINCIPLES AND STANDARDS/ Residential

### Neighborhood—Unit Principles

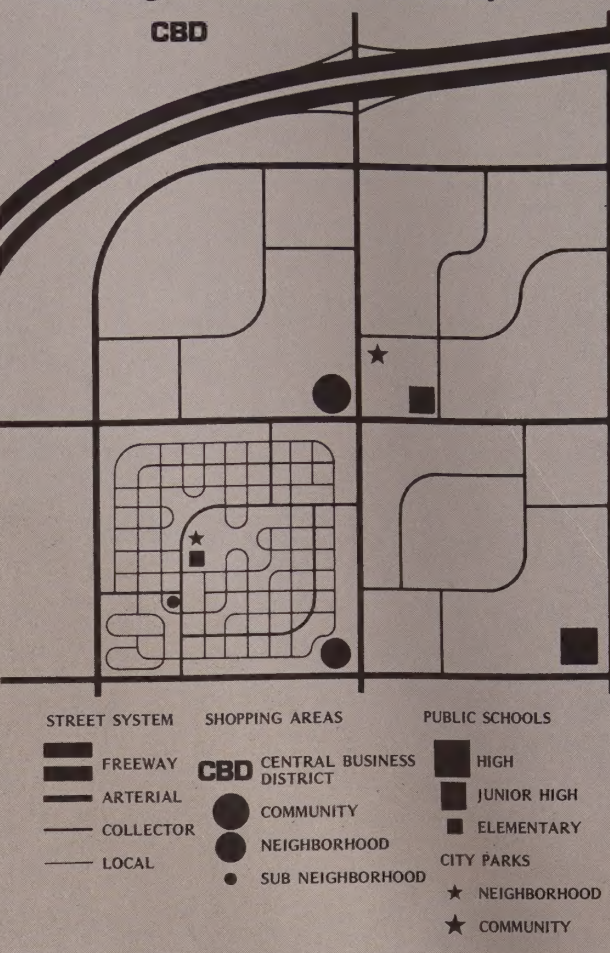
- \* A neighborhood is bounded by arterial streets, which facilitate through-traffic and are located so as to avoid unnecessary traffic within the neighborhood.
- \* Collector streets and peripheral arterials should intersect at a minimum number of points promoting the use of a collector street to carry traffic from the neighborhood's local streets to the arterial street.
- \* Pedestrian and vehicular traffic should be separated.
- \* The reasonable walking distance of children and the elderly determines the radius of a neighborhood.
- \* Depending on residential densities, each neighborhood area should have a centrally located park and other immediate neighborhood facilities.
- \* There should be a sub-neighborhood and/or neighborhood shopping area within or at the edge of the neighborhood.
- \* The elementary school and other neighborhood institutions and recreational facilities are suitably located and concentrated so as to serve the walking traffic of the neighborhood unit.
- \* The neighborhood contains a population range of 3,000 to 8,000 persons.

New residential development should consider the limitations of existing topography, preservation of geographical and natural resources, and the provision of neighborhood amenities.

The architectural and design integrity of each neighborhood should be protected and enhanced.

Rural and estate densities and planned unit developments are encouraged in areas immediately adjacent to greenways so as to preserve the openness and visual amenities of these valuable

## The Neighborhood Unit Concept



natural assets while reducing sprawl conditions and the cost of utilities, circulation, grading and construction.

Modifications to the natural environment should be kept to a minimum in gulch greenway areas so as to retain a rural character.

## PRINCIPLES AND STANDARDS/ Community Facilities

All schools should be centrally located in convenient relationship to the neighborhood and be so sited as to minimize hazards to safety.

Elementary schools should be located close to the center of the residential area served and away from arterial traffic routes.

Junior high schools should possess direct access to a collector street.

High schools should be centrally located so as to have direct arterial access while serving the total community.

A main library should be located in the Core Area close to primary circulation routes and public transit.

Churches and other religious buildings should be located so as to have direct access to an arterial street.

Neighborhood parks should be located within the residential areas of the City with direct access from a collector street and should include both active and passive recreational uses.

Parks should be encouraged adjacent to school sites and should be compatible with the residential character of the neighborhood.

Tot lots should be located in concentrated residential areas with access from local neighborhood streets and pedestrian walkways.

Golf courses should be located in non-congested portions of the community on the fringe of major development and have access from an arterial street; public transit should be available.

Greenways and trails should meander through residential neighborhoods and/or scenic areas, taking advantage of gulches and open space resources. Greenways and trails should connect to community parks and schools whenever possible.

Marina and boat basin facilities should have immediate access from an arterial street and be located close to fish processing and related facilities.

Hospital and other acute care facilities should be located with access to arterial streets and should be served by public transportation.

Medical offices and lab facilities should be provided for around hospital facilities and/or at the edges of commercial centers with direct arterial access. Medical offices and laboratory facilities can establish a transition between hospitals and residential areas and between commercial uses and residential areas.

Convalescent hospitals, nursing homes and related services for the elderly should be located in multi-

## Public School Standards

TYPE OF FACILITY	WALKING DISTANCE (Mile)	RADIUS OF CITY AREA SERVED (Mile)	SITE SIZE (Acres)	LOCATION IN RELATION TO STREET SYSTEM
Elementary School	1/4-3/4	1/2-3/4	2-10	Access to Collector
Combination Elementary School and Neighborhood Park	1/4-3/4	1/2-3/4	3-15	Access to Collector
Junior High School	3/4-1	3/4-1 1/2	10-20	Access to Collector
Combination Junior High School and Community Park	3/4-1	3/4-2	35-50	Access to Collector
High School	1-2	1 1/2-2	20-40	Access to Arterial
Combination High School and Community Park	1-2	3/4-2	45-60	Access to Arterial

Cemetery and crematory facilities should be located in heavy commercial zones or major open space areas with direct arterial access. They should not be located where major residential development is desired. Given their permanent nature, cemetery facilities should not be located in areas currently undergoing or projected for urban development.

A community-conference center should be located within or at the edge of the central business district. A location along the waterfront Core Area is suggested.

Museums and regional cultural facilities should be located within or adjacent to the Central Business District.

Government garages and corporation yards should be located in heavy commercial or industrial areas and should be adjacent to or very near an arterial.

All existing developed land and future areas of the City set aside for urban expansion shall be served by adequate water and other utilities necessary for the health, safety and welfare of citizens and property. The full complement of urban utilities should not be made available to areas which are not principally designated for development (i.e., agricultural areas, forest lands, unsuitable slopes). The undergrounding of overhead utility lines should be promoted whenever possible, particularly in recreational facilities, Core Area and new residential development.

A police station should have direct access to the community's arterial street system and should be located close to commercial and high density areas. Closeness to court facilities is desirable.

The central fire facility should be located at the edge of the City's most significant high value area

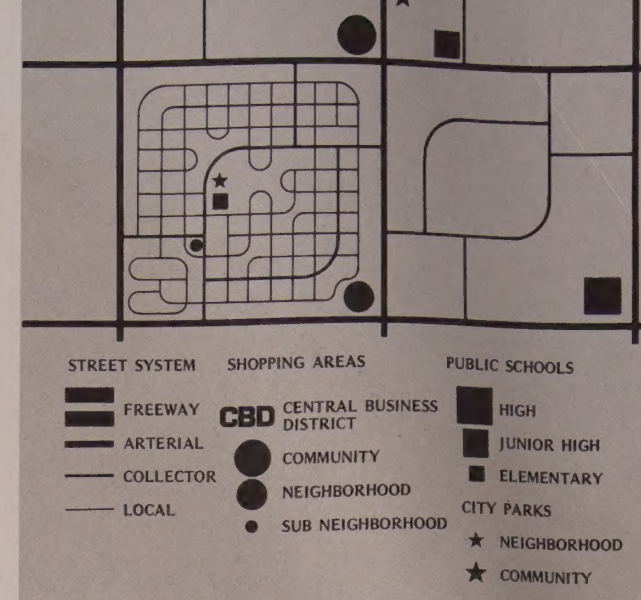




- \* Pedestrian and vehicular traffic should be separated.
- \* The reasonable walking distance of children and the elderly determines the radius of a neighborhood.
- \* Depending on residential densities, each neighborhood area should have a centrally located park and other immediate neighborhood facilities.
- \* There should be a sub-neighborhood and/or neighborhood shopping area within or at the edge of the neighborhood.
- \* The elementary school and other neighborhood institutions and recreational facilities are suitably located and concentrated so as to serve the walking traffic of the neighborhood unit.
- \* The neighborhood contains a population range of 3,000 to 8,000 persons.

New residential development should consider the limitations of existing topography, preservation of geographical and natural resources, and the provision of neighborhood amenities.

The architectural and design integrity of each neighborhood should be protected and enhanced. Rural and estate densities and planned unit developments are encouraged in areas immediately adjacent to greenways so as to preserve the openness and visual amenities of these valuable



natural assets while reducing sprawl conditions and the cost of utilities, circulation, grading and construction.

Modifications to the natural environment should be kept to a minimum in gulch greenway areas so as to retain a rural character.

## PRINCIPLES AND STANDARDS/ Community Facilities

All schools should be centrally located in convenient relationship to the neighborhood and be so sited as to minimize hazards to safety.

Elementary schools should be located close to the center of the residential area served and away from arterial traffic routes.

Junior high schools should possess direct access to a collector street.

High schools should be centrally located so as to have direct arterial access while serving the total community.

A main library should be located in the Core Area close to primary circulation routes and public transit.

Churches and other religious buildings should be located so as to have direct access to an arterial street.

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Parks should be encouraged adjacent to school sites and should be compatible with the residential character of the neighborhood.

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Convalescent hospitals, nursing homes and related services for the elderly should be located in multi-family areas of the City. Locations near major medical facilities and public transportation are essential.

## Public School Standards

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A police station should have direct access to the community's arterial street system and should be located close to commercial and high density areas. Closeness to court facilities is desirable.

The central fire facility should be located at the edge of the City's most significant high value area while branch fire stations should be located on the fringe of other high value areas and near residential neighborhoods.



Adopted by the Eureka City Planning Commission on July 11, 1977

*Thomas L. Hannah* *Jack Segal*  
Thomas Hannah Chairman Jack Segal Executive Secretary

Adopted by the Eureka City Council on September 20, 1977

*Sam Sacco* *Patricia Banducci*  
Sam Sacco Mayor Patricia Banducci City Clerk

THE PREPARATION OF THIS MAP WAS FINANCED, IN PART, THROUGH A COMMUNITY DEVELOPMENT BLOCK GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

CITY OF EUREKA  
DEPARTMENT OF COMMUNITY DEVELOPMENT

HUMBOLDT BAY

PACIFIC OCEAN

## EUREKA GENERAL PLAN

- |   |                               |
|---|-------------------------------|
| <b>Residential</b>                                  | <b>Schools</b>                |
| Planned unit development<br>VARIOUS DENSITIES       | Elementary                    |
| Suburban<br>4 TO 7 DWELLING UNITS PER NET ACRE      | Junior high                   |
| Multi-family<br>8 TO 43 DWELLING UNITS PER NET ACRE | High school                   |
| <b>Open space</b>                                   | <b>Parks &amp; recreation</b> |
| Gulches & greenways                                 | Community park                |
| Agricultural, forest and other open space areas     | Neighborhood park             |
| <b>Commercial</b>                                   | Waterfront plaza              |
| Central business district                           | Special facility              |
| Waterfront commercial                               | Golf course                   |
| Office residential                                  | <b>Industrial</b>             |
| Commercial service                                  |                               |
| Commercial residential                              | <b>Other facilities</b>       |
| Community shopping                                  | Civic center                  |
| Neighborhood shopping                               | Boat basin/marina             |
| <b>Circulation</b>                                  | Airport                       |
| Freeway   | Fire station                  |
| Arterial  | Cemetery                      |
| Railroad  |                               |
| Freeway interchange                                 |                               |

FOR SPECIFIC LAND USE IN THE CORE AREA REFER TO THE EUREKA TOMORROW REDEVELOPMENT PLAN.

